The China Mail.

Established February, 1845.

VOL. XLIII. No. 7467. 號三廿月七年七十八百八千一英 HONGKONG, SATURDAY, JULY 23, 1887. 日三初月六年亥丁 PRICE, $2 PER MONTH.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILIS, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—AMEDEE PRINCE & Co. 36, *Rue Lafayette, Paris*.

NEW YORK:—ANDREW WIRE, 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—BEIN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINSZEN & Co., *Manila*.

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELGH & Co. *Amoy*, N. MOALLE. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.

Hongkong, June 7, 1887. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $7,500,000
RESERVE FUND $4,500,000
RESERVE LIABILITY OF PROPRIETORS $7,500,000

COURT OF DIRECTORS.

Chairman—M. GROTE, Esq.
Deputy Chairman—C. D. BOTTOMLEY, Esq.
HON. J. BELL IRVING. H. HOPPIUS, Esq.
W. H. F. DARBY, Esq. HON. A. P. MCEWEN.
H. L. DALRYMPLE, Esq. J. S. MOSES, Esq.
W. H. FORBES, Esq. HON. F. D. SASSOON.

CHIEF MANAGER.
Hongkong ..... THOMAS JACKSON, Esq.
Acting Chief Manager—JOHN WALTER, Esq.
MANAGER.
Shanghai ..... EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.

Hongkong, July 18, 1887. 363

Notices of Firms.

NOTICE is hereby given that the BUSINESS of GENERAL STORE-KEEPERS and COMMISSION AGENTS previously carried on at Foochow, in the Empire of China, under the Firm or Chop of HOK LEE HONG & Co. by TIONG AH HOK and TAN KING SING in Co-partnership, was DISSOLVED on the 6th day of January, 1887, and the Responsibility of the said TAN KING SING for any DEBT or LIABILITY incurred by the said Firm or Chop terminated on the 6th day of January, 1887.

HOK LEE & Co.,
Foochow.

Singapore, 17th May, 1887.

WITH Reference to the above, I, TIONG AH HOK, of Foochow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & Co. as GENERAL STORE-KEEPERS and COMMISSION AGENTS, is now being carried on at Foochow as heretofore by TAM KIM CHING, of Singapore, Merchant, and Myself under the Style of HOK LEE HONG & Co.; and that I hold a Power of Attorney from the said TAM KIM CHING as his Agent individually and also as a PARTNER in the said Firm, to transact all matters connected with the Business of the Firm at Foochow.

TIONG AH HOK.

Hongkong, June 1, 1887. 1047

Notices of Firms.

NOTICE.

THE Agency at this Port of Messrs. CALDBECK MACGREGOR & Co., Shanghai, has This Day been Transferred to Mr. ALEXANDER LEVY.

JONES HUGHES.

WITH Reference to the above Notice, I have This Day assumed CHARGE of the BUSINESS at this Port of Messrs. CALDBECK MACGREGOR & Co., WINE and SPIRIT MERCHANTS, Shanghai.

ALEXANDER LEVY.

Hongkong, June 30, 1887. 1240

NOTICE.

WE Have This Day OPENED a BRANCH of our Firm at HANKOW.

ARNHOLD, KARBERG & Co.

Hongkong, July 1, 1887. 1244

Intimations.

WANTED.

FOR the S.S. *Abyssinia*, a PURSER. Apply to the CAPTAIN on Board, or to

ADAMSON, BELL & Co.

Hongkong, July 22, 1887. 1381

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Forty-Second Ordinary Half-Yearly MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 7, Queen's Road Central, on MONDAY, the 1st August, at Three o'Clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 20th Instant to the 1st August, inclusive.

By Order of the Board of Directors,
F. HENDERSON,
Acting Secretary.

Hongkong, July 15, 1887. 1338

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

THE ORIENTAL BANK CORPORATION (IN LIQUIDATION.)

NOTICE.

CREDITORS of THE ORIENTAL BANK CORPORATION, IN LIQUIDATION, are hereby informed that under an agreement between the Official Liquidator and The Assets Realization Co., Limited, the following DIVIDENDS will be PAID in addition to the 16/3d. already paid to CREDITORS.

1/3d. on the 28th February, 1888.
1/3d. " " " 1889.
1/ " " " 1890.

Making in all 19/9d. in the £.

E. W. RUTTER,
Agent for the Official Liquidator.

Hongkong, July 11, 1887. 1307

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.
PRICE, $30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, LIMITED:—

'I have herewith much pleasure in testifying to the quality of the FIRE BRICKS as made by you at your new works.

'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick.

'After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for.

'I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.'

Hongkong, May 23, 1887. 981

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES,
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY,
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY;
A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742

Business Notices.

LANE CRAWFORD & Co.

HAVE the pleasure to inform the Community of Hongkong and neighbouring Ports, that they have made arrangements in Foochow for a SUPPLY of their MIXTURE of the CHOICEST NEW TEAS,

'THE CUMSHAW MIXTURE,'

which in the course of many years, has acquired a deservedly high reputation, as evidenced by the large demand for use here, the appreciation shown by friends at home to whom it has been sent, and the numerous orders received for it from old Hongkong residents in the Colonies and elsewhere.

Messrs. LANE, CRAWFORD & Co. undertake to deliver this acceptable present to friends in the United Kingdom, free of any charge whatever on the home side, at

Per ..... 10-Catty Box ..... $12.00.
Per ..... 5-Catty Box ..... $ 7.50.

Orders are solicited for this Choice Tea, which will be forwarded by first Steamer, on receipt of the usual form duly filled up.

LANE, CRAWFORD & Co.

Hongkong, July 18, 1887. 1353

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.
J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.
GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'Clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

W. POWELL & Co.
NEW GOODS.

LADIES' MACINTOSH COATS and MANTLES.
UMBRELLAS and PARASOLS.
PICOT EDGE RIBBONS, all Colours.
TUSSORE STRIPE DRESS MATERIALS.
(CHEAP AND VERY EFFECTIVE.)
NEW MILLINERY TRIMMINGS.
BLACK BEADED TABLIERS and DRESS TRIMMINGS.
FIVE O'CLOCK TEA CLOTHS. TIFFIN CLOTHS.
NEW FANCY WORK.

VICTORIA EXCHANGE, June 30, 1887.
(*TELEPHONE* 21). 1238

ROBERT LANG & Co.,
Tailors, Hatters, Shirtmakers & General Outfitters,
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

EX LATE ARRIVALS.

OUR SPRING STOCK OF
GENTLEMEN'S SHIRTS and COLLARS,
UNDERVESTS,
PANTS and HALF-HOSE,
BOOTS and SHOES,
CHRISTY'S FELT, TERAI and STRAW HATS,
UMBRELLAS,
HANDKERCHIEFS, &c.

Hongkong, April 15, 1887. 644

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,

the 25th July, 1887, at 2 p.m., at his Sales Rooms, Queen's Road,—

AN ASSORTMENT OF
JAPANESE WARE,
comprising:—

SATSUMA, KANGA, IMARI, KIOTO, and TOKIO VASES, JARS, PLATES, BOWLS, INCENSE-BURNERS, TEA and COFFEE SETS, EGG-SHELL WARE, ENAMELLED WARE, GOLD and SILVER INLAID BRONZES, KAKIMONOS, EMBROIDERIES and EMBROIDERED SCREENS. &c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, July 22, 1887. 1380

To Let.

TO BE LET.

A VERY COMFORTABLE FURNISHED HOUSE, Commanding extensive Sea View, and very Cool in Summer.

Apply at
THE HONGKONG DISPENSARY.

Hongkong, June 16, 1887. 868

TO LET.

(With Early Possession.)

THE DESIRABLE RESIDENCE 'GREENMOUNT,'
Situated on the BONHAM ROAD.

Apply to
GILMAN & Co.

Hongkong, March 17, 1887. 438

TO BE LET.

(As a Whole or in Portions.)

'BEACONSFIELD' lately occupied by the HONGKONG AND SHANGHAI BANKING CORPORATION. Possession from the 15th of July, when the Repairs will be completed.

Apply to
BELILIOS & Co.;
or to
SHARP & Co.,
Estate Agents.

Hongkong, July 9, 1887. 1298

TO LET.

ROOMS in 'COLLEGE CHAMBERS.'

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, May 25, 1887. 504

For Sale.

FOR SALE.

JULES MUMM & Co.'S CHAMPAGNE.

Quarts ..... $20 per Case of 1 doz.
Pints ..... $21 " " 2 "

Dubos Frères & de Gorton & Co.'s
BORDEAUX CLARETS AND WHITE WINES.

Baxter's Celebrated 'Barley Bree'
WHISKY,—$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

Notices to Consignees.

CANADIAN PACIFIC STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP *ABYSSINIA*,
FROM VANCOUVER, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co.,
Agents.

Hongkong, July 19, 1887. 1360

STEAMSHIP *AVA*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Havre and Bordeaux, ex Steamships *Cordouan* and *Ville de Lille*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before NOON TO-DAY (Thursday), the 21st July, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 28th July, 1887, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before SATURDAY, the 30th July, 1887, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 21, 1887. 1371

NOTICE.

THE Undersigned are SOLE AGENTS for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE AND THE MONTSERRAT LIME JUICE CORDIALS.

A. S. WATSON & Co., LD.

Hongkong, May 3, 1887. 894

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship
Namoa,
Capt. GODDARD, will be despatched for the above Ports on SUNDAY, the 24th Instant, at 9 o'Clock a.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, July 21, 1887. 1377

GLEN LINE OF STEAM PACKETS.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship
Glenfruin,
Captain NORMAN, will be despatched as above on MONDAY, the 25th Instant, at 3 p.m.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 20, 1887. 1364

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Achilles,
Capt. ANDERSON, will be despatched as above on MONDAY, the 25th Instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 22, 1887. 1378

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE, *VIA* FOOCHOW.

The Co.'s Steamship
Tsinan,
ALLISON, Commander, will be despatched as above on MONDAY, the 25th July, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

An experienced Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 16, 1887. 1343

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, *and taking through Cargo for* BRISBANE, ADELAIDE, TASMANIA, NEW ZEALAND, &c.*)*

The British Steamer
Afghan,
Captain ROY, will be despatched as above on or about MONDAY, the 25th Instant.

The Steamer has excellent Accommodation for First-class Passengers.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, July 20, 1887. 1360

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship
Denbighshire,
DWYER, Commander, will be despatched for the above Ports about the 25th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, July 18, 1887. 1351

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship
Diamante,
Capt. MCCASLIN, will be despatched for the above Ports on TUESDAY, the 26th Instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, July 22, 1887. 1379

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.*)*

The Co.'s Steamship
Laertes,
Captain SCALE, will be despatched as above on THURSDAY, the 28th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 20, 1887. 1367

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(Passing through the INLAND SEA.*)*

The P. & O. S. N. Co.'s Steamship
Thibet
will leave for the above places on FRIDAY, the 29th July, at 4 p.m.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 18, 1887. 1349

Shipping.

Steamers.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship
Pekin
will leave for the above place about 24 hours after her arrival with the next English Mail.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 18, 1887. 1348

Sailing Vessels.

FOR SAN FRANCISCO.

The 3/3 *L.l.l.* American Barquentine
Hattie N. Bangs,
BANGS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
GONSALVES & Co.

Hongkong, July 15, 1887. 1339

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, POINT DE GALLE,
ADEN, SUEZ, PORT SAID,
MALTA, MARSEILLES, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
TRIESTE, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *BATAVIA*, Captain R. G. DANIELL, with Her Majesty's Mails, will be despatched from this for LONDON direct, *viâ* SUEZ CANAL and usual Ports of Call, on THURSDAY, 28th July, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until Noon on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 18, 1887. 1347

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,051 Tons Register, ALEX. MARSHALL, Commander, will be despatched for VANCOUVER, B.C., *viâ* KOBE and YOKOHAMA, on FRIDAY, the 29th July, at 3 p.m.

To be followed by S.S. *PARTHIA*, on the 19th August.

These steamers, formerly in the CUNARD Service, lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for Summer travelling.

Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C., and sent to us.

Freight will be received on board until 4 p.m. on the 28th July.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, July 15, 1887. 1332

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLIE ROWE, Hawaiian brig, Captain J. Phillips.—Wieler & Co.

CHELMSFORD, British barquentine, Capt. Q. F. Collins.—Ed. Schellhass & Co.

ELIZABETH NICHOLSON, British barque, Captain Geo. Falconer.—Melchers & Co.

HATTIE N. BANGS, American barquentine, Captain E. Bangs.—Gonsalves & Co.

SAINT ASAPH, British steamer, Capt. C. H. Hossack.—Gibb, Livingston & Co.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 4th of August, at Noon, the Company's Steamship *MELBOURNE*, Commandant DE LA MARCELLE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 3rd August. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 22, 1887. 1382

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELGIC* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 4th August, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 20 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 12, 1887. 1315

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 4th day of August, 1887, at 4 p.m., the Company's S.S. *PREUSSEN*, Captain O. POHLE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 3rd August. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, July 9, 1887. 1291

To-day's Advertisements.

GLEN LINE OF STEAM PACKETS.

FOR SHANGHAI.

(*Taking Cargo & Passengers at through rates for* CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Steamship *Glenroy*, Capt. WEBSTER, will be despatched as above on or the 30th Instant.

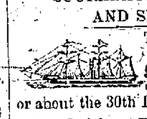
For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 23, 1887. 1385

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, *VIA* SAIGON AND SINGAPORE.



The Co.'s Steamship *Borneo*, Capt. WILKENS, will be despatched as above on or about the 30th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 23, 1887. 1386

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF SYDNEY* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 31st Prxmo., at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 23, 1887. 1387

To-day's Advertisements.

FOR SHANGHAI.

The Steamship *Ningpo*, Captain F. SCHULZ, will be despatched for the above Port TO-MORROW, the 24th Inst., at 9 a.m., instead of on MONDAY, the 25th Inst., as previously advertised.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, July 23, 1887. 1383

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Hector*, Captain BAIT, will be despatched as above on SUNDAY, the 31st Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 23, 1887. 1388

SHIPPING

ARRIVALS.

July 23, 1887.—

Deccan, British steamer, 2,022, P. W. Case, Bombay July 1, and Singapore 17, General.—P. & O. S. N. Co.

Fokien, British steamer, 809, J. S. Roach, Tamsui July 18, Amoy 21, and Swatow 22, General.—DOUGLAS STEAMSHIP Co.

Fiyard, German barque, 1,007, G. Heinzel, Singapore July 6, Timber.—MELCHERS & Co.

Independent, German steamer, 871, A. Hasenwinkel, Newchwang and Chefoo July 16, Beans.—WIELER & Co.

DEPARTURES.

July 23.—

Alwine, for Hoihow and Pakhoi.
Carisbrooke, for Saigon.
Jacob Christensen, for Kutchinotzu.
Ava, for Shanghai.
Tanais, for Yokohama.
Kwang Lee, for Whampoa.
Formosa, for Amoy and Tamsui.
City of New York, for San Francisco.
Yung Ching, for Shanghai.

CLEARED.

Chelmsford, for Pedeng.
Nanoa, for Coast Ports.
Norden, for Nagasaki.
Ningpo, for Shanghai.
Marcia, for Nagasaki.
Deutschland, for Nagasaki and Chemulpo.
Deucros, for Singapore.
Tritos, for Bangkok.
Marie, for Haiphong.
Travancore, for Yokohama and Kobe.

PASSENGERS.

Per *Deccan*, from Singapore, 140 Chinese.
Per *Fokien*, from Coast Ports, Mrs Doyle and family, Mrs Blackburn and family, Mr Koy Saa Kee, and 40 Chinese.
Per *Fiyard*, from Singapore, Capt. Dentzau.

DEPARTED.

Per *Ava*, for Shanghai: from Hongkong, Messrs Tanasig, Silva, Mrs Silva and maid, Rev. Roy, Mr Bencitrit; from Marseilles, Messrs Russell Stokes, A. W. H. Bellingham, Gabriel Cornion, and Lu-Hai Lung; from Singapore, Mr D. Campbell.
Per *Alwine*, for Hoihow, &c., 80 Chinese.
Per *Carisbrooke*, for Saigon, 200 Chinese.
Per *Formosa*, for Amoy, 100 Chinese.
Per *City of New York*, for Yokohama, Mr J. Lang, and 1 European, for San Francisco, Mrs C. S. Rand and daughter, 4 Europeans, and 201 Chinese.

TO DEPART.

Per *Nanoa*, for Coast Ports, 2 Europeans, and 200 Chinese.
Per *Ningpo*, for Shanghai, 20 Chinese.
Per *Deuteros*, for Singapore, 310 Chinese.
Per *Tritos*, for Bangkok, 20 Chinese.
Per *Marie*, for Haiphong, 15 Chinese.

SHIPPING REPORTS.

The British steamer *Deccan* reports:—One Chinaman died on July 22nd.

The British steamer *Fokien* reports: Left Tamsui on July 18th, and to Amoy, had light N.E. winds with high S.W. swell. Left Amoy 21st instant, and to Swatow, moderate breeze with rain. Left Swatow on 22nd instant, and thence to port, experienced moderate winds and fine weather. Steamer in Tamsui, *Johann*. Steamers in Amoy, *Nankiang Glenfruin* and *Chefoo*. Steamers in Swatow, *Nankiang*, *Haiphong*, *Chi Yuen* and *Taiwan*.

SHARE LIST QUOTATIONS.

JULY 23, 1887.

Stocks.	Nos. of Shares.	Value.	Paid up.	Position per last Report. Reserve.	Balance c/fwd.	Last Dividend.	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	$ 4,500,000	$ 25,313.43 at working a/c	30/ for ½ year to Dec. 31/86	134 % prem., cash, buyers
INSURANCES.							
North-China Insurance Co., Ld.	5,000	£ 20	£ 5	Tls. 100,000	Tls. 406,132.00	Tls. 23.65 for 1886	Tls. 260, sellers
Yangtsze Insurance Company, Ld.	8,000	$ 2	all	£ 50,000	Tls. 3,059.76	7 % for 1886	Tls. 107, sellers
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$ 614,000	$ 314,012.96	$6½ p sh. 1885	$82 per share, sellers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$ 600,000	$ 187,524.75	20 % p annum	$71 " sellers
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 188,000	$ 494,404.00	10 % for 1885	$72, nominal
Chinese Insurance Co., Limited.	1,500	$ 1,000	$ 200	$ 28,711.50	$ 125,771.29	8 % for 1886	$225 per share
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,000,000	$ 328,967.46	$27.50 for '85	$390, cash, sales
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 612,500	$ 243,738.44	$ 6 for 1885	$30, cash, sales
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	...	$ 17,000	...	$19, sellers
The Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	...	$ 7,713.49	...	$16, nominal
The Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$ 200,000	$ 75,832.52	...	$30, nominal
STEAMBOAT COMPANIES.							
HK. C. and M. Steamboat Co., Ld.	40,000	$ 25	all	$ *30,000	$ 11,410.4	6 % half year	108 % prem., sellers
				$ +170,000		Dec. 31/86	
Douglas Steamship Co., Limited.	20,000	$ 50	all	$ 127,320	$ 1151.19	– 8 %	par
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10	...	£ 4,387.5.9	7 % for 1885	10 % dis., sellers
60,000 shares issued.	31,212	£ 10	£ 10	...	...	...	
China and Manila S. S. Co., Ld.	3,500	$ 100	all		...	None	40 discount
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	...	$ 4,260.12	16 % for 1886	$2, cash
HK. and China Gas Co., Limited.	5,100	£ 10	all			10 % and 2 %	$130 per share, buyers, fully
New Shares	1,900	£ 10	£ 7.1	£ 9,177.3	£ 1,527.3.11	bonus for '84	paid up
Hongkong Hotel Company, Lt.	3,000	$ 100	all	...	$ 1,321.41	$6 half year June 30 1886	$190 " sales
3,000 shs. issued							
China Sugar Company, Limited.	15,000	$ 10	all	...	$ 13,741.53	12 % for 1886	$13 " sellers
Hongkong Ice Company, Limited.	5,000	$ 25	all	$ [illegible]	...	12 % for 1886	$50 " nominal
Hongkong Bakery Company, Ld.	600	$ 50	all	$ 6,000	$ 514.58	10 % for 1886	$110 " ex div., nominal
Luzon Sugar Company, Limited.	7,000	$ 100	all	...	$ 129,303.18	None	$58 " sellers
Perak Sugar Cultivation Co.	5,000	Tls. 50	all	...	...	None	Tls. 18 "
Perak Tin Mining & S'ting Co.	5,000	$ 50	all	...	...	None	$10 nominal
Punjom & Sunghie Dua Samatan Mining Co.	40,000	$ 10	all	...	...	None	$13½, sellers
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	...	...	None	48 % prem.
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	7 %	$35 per share, sellers
A. S. Watson & Co., Limited.	3,500	$ 100	all	$ 5,000	$ 2,730.09	13 % for 1886	65 % prem., sales
HK. High-Level Tramways Co., Ld.	1,250	$ 100	$ 50	...	...	...	12 % prem.
LOANS.				*Rates of Int.*	*Payable*		
Chinese Imperial 1884 B.	8,565	Tl. 500	all	8 %	June 16 & D. 16	...	6 % prem.
" " " 1884 C.	3189	$ 500	all	8 %	Oct. 15	...	8 " prem.
" " " 1886 B.	...	T700,000	Tl. 250	7 %	March & Sept.	...	5½ % prem.
Chinese Imp. (Ch. Bank Loan) 1885	2790	500	all	8 %	Jan. 18	...	par

* Equalisation of Dividend Fund. † Depreciation and Insurance Fund. ‡ At debit.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOY AND FOOCHOW.
Per *Namoa*, at 8.30 a.m., on Sunday, the 24th inst.

For NAGASAKI.—
Per *Marcia*, at 9 a.m., on Sunday, the 24th inst., instead of as previously notified.

For SWATOW.
Per *Paumben*, at 11.30 a.m., on Monday, the 25th inst.

For SHANGHAI.—
Per *Ching-wo*, at 11.30 a.m., on Monday, the 25th inst., instead of as previously notified.

For NEW YORK.—
Per *Glenfruin*, at 2.30 p.m., on Monday, the 25th inst.

For PORT DARWIN, SYDNEY & MELBOURNE.—
Per *Afghan*, at 4.30 p.m., on Monday, the 25th inst.

For AMOY & MANILA.—
Per *Diamante*, at 3.30 p.m., on Tuesday, the 26th inst., instead of as previously notified.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Thibet*, at 3.30 p.m., on Friday, the 29th inst.

MEMOS. FOR TO-MORROW.

Shipping.

9 a.m.—*Namoa* leaves for Coast Ports.
9 a.m.—*Ningpo* leaves for Shanghai.

RELIGIOUS SERVICES:—

UNION CHURCH.—Divine Worship, 11 A.M.—Rev. G. H. Bondfield. Service in Chinese, 2 P.M.—Rev. J. Chalmers, M.A., LL.D.

SEAMEN'S SERVICES.—The Services for Seamen which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. On Sunday and Friday evenings at 7.30. All Seamen are invited to attend.

GERMAN BETHESDA CHAPEL.—Service in the German language, by Rev. F. Hartmann, every Sunday, at half-past ten A.M., in the Chapel of the Berlin Foundling House, West Point.

ST. JOSEPH'S CHURCH, Garden Road.—9 A.M. Mass and Sermon. 5.30 P.M. Evening Service, Benediction.

ST. PETER'S SEAMEN'S CHURCH, Sailors' Home.—Service every Sunday at 6 P.M. Holy Communion at 7.30 A.M. on the Second Sunday; and after the evening Service on the Fourth Sunday of each month. Service every Thursday at 6 P.M.

TEMPERANCE HALL, 7.30 P.M.—Undenominational Meeting.

MEMOS. FOR MONDAY.

Shipping.

3 p.m.—*Glenfruin* leaves for New York.
4 p.m.—*Achilles* leaves for London.
4 p.m.—*Tsiaan* leaves for Australian Ports.

Auctions.

2 p.m.—Auction of Japanese Ware, &c., at Mr J. M. Armstrong's.

The publication of this issue commenced at 8.00 p.m.

The China Mail.

HONGKONG, SATURDAY, JULY 23, 1887.

THE proceedings of the Legislative Council opened yesterday by a petition on a very unsavoury subject—the location of a public urinal. While sympathising with the petitioners, there is reason in what the Surveyor General says about the institution being a great public convenience. At the same time, as the objection is not so much to its existence in the abstract as to its particular location under the very noses of the boarders in the Hongkong Hotel, Mr Price's closing remark is nonsensical. How this particular institution can possibly be 'always kept in such a condition as *not to be a nuisance*' so long as it is kept in that locality, passes our comprehension. But the Surveyor General is far longer-headed than we are, is perhaps much more persistent, and certainly has far more power in the Government of this Colony than the whole community put together can possibly have under existing circumstances. It must be admitted that it is difficult to find a place for such convenient public ornaments; but in view of the offer made to pay for the removal, some further explanation would not have been amiss, and would have been even more courteous than the reply given. If the eyesore must be there, why not plant a circle of bamboos round it, so as to shade its loveliness!

In dealing with anything marine we are afraid that the Acting Attorney General will generally be found 'at sea.' The blunders made about the question of Marine Certificates will always remain in the consciousness of onlookers, and the refusal to move in the matter of the length of voyage by steamer to Australia, and the consequent provisioning of a vessel for a period far in excess of present requirements, does not surprise any one. As it was demonstrated beyond question by the Chamber of Commerce that the position of the Government on this subject was absurd, it may be considered necessary for the due maintenance of the dignity of the Executive to adhere to that position. Sensible people, however, describe such conduct as 'obstinacy' and other harder names.

Touching the levy on Salt Fish, it now appears that the Chinese are within their rights, as laid down by the Treaty of Tientsin, in taxing our food supply. This statement is a surprise; but the mutual concessions, which were undoubtedly made when the Opium Ordinance was passed, appear to us to be the real basis upon which all such questions must now be discussed. The Acting Governor puts it in a very mild form, when he says, 'I have endeavoured in as forcible language as possible to say that this Colony does not expect, after the passing of the Opium Ordinance, to be in a worse position than we were in before.' Everyone hoped that we would be in a better position; and it must furnish cause for regret to find that an overreaching disposition on the part of the Chinese has begun thus early to appear. So far as we can discover, no promise such as that spoken of by the Hon. Mr Ryrie was made during the debate on the Opium Bill, that the Customs stations were to be removed. But a fixed tariff was to be laid down, and it was to be the more strictly adhered to because of its being imposed by the Foreign staff of the Chinese Customs. Sir George Phillippo (the Chief Justice) made the following reference in Council:—

All that we have asked for has been granted. The advantages that we get, apart from the loss of the retail opium trade, supposing we were to lose it, are very great. No molestation will be given to vessels leaving our waters beyond what is absolutely necessary. A fixed rate of duty upon all articles, whether entering into the Colony or leaving it, will be imposed. Junks entering into or leaving this harbour will be placed in exactly the same position as the junk trade is placed in at Macao, and as vessels leaving one Chinese port are placed in. These are very great advantages to us.

—As Governor Cameron says, 'we must now wait for the answer from Peking;' but it may be asked, whether 'proper control' can be conveniently kept over such matters by continuous references to Peking. It was believed that disputes were to be settled on the spot; and if half be true that our Northern contemporaries allege concerning H.B.M. Legation at the capital, the 'waits' may be long and dreary.

The desultory discussion on the second reading of the Public Health Bill was interesting and instructive, if it was not very satisfactory. It was a discussion in which the attitude of members came out in bold relief; and although a badly-managed meeting was got through with very little business being done, the personal characteristics of some of the members were curiously brought out. His Excellency the Acting Governor has a difficult part to play just now. He is a strong sanitarian, and is anxious to push on with a Bill which he believes will accomplish much good; but he finds it very unpleasant to oppose the unofficial members, and is very, very sorry, we dare say, that he has not taken the scant courtesy which his lieutenants show for the community and the representatives of the public. The Acting Chief Justice, with a clearer and deeper knowledge of those around him, occupies the position of peace-maker. Had he but taken the 'bull by the horns' at an earlier stage of the proceedings, instead of giving way to his judicial habit of first hearing what everybody had to say and then 'summing up,' the public might have been spared the spectacle of a long discussion over a wretched piece of legal quibbling. Mr Russell's suggestion was eminently sensible, and might have been produced earlier with benefit. From the manner in which the Acting Attorney General seized hold of small technicalities, and hung on thereto as if in terror that he would be swamped by common sense, it was clear that he had failed to do something for which the Governor was 'very very sorry.' Everyone—including the Acting Colonial Secretary—expected that copies of the Bill showing the amendments would have been supplied to the members of Council in time for the due consideration of the scope of the alterations. Most residents concluded, from the non-appearance of the amended Bill in the *Gazette*, that no meeting was to be held at all; and this conclusion was strengthened by the fact that no Order of the Day had been published up to the evening before the day fixed upon. All this time, however, the Acting Attorney General had been assuring himself that he was not bound to do anything of the sort, and so, merely in conformity with a sentimental regard he entertained for the courtesies that surround gentlemen entitled to write 'M. L. C.' after their names, he sent the amended copies to the Members of Council shortly before the meeting took place. Although the Acting Attorney General stated that the principal changes were omissions' (the Acting Chief Justice better describes them as 'only striking out,') the members of Council and the general public—European and Chinese alike—were anxious to see whether the ardent spirit of the Surveyor General had or had not succeeded in preserving some of the provisions in the other sections which we had pointed out as calculated to nullify all the proposed concessions. The extraordinary zeal developed by the Surveyor General for backyards and other arbitrary provisions might have spread to the Acting Attorney General, in spite of the clear promise made by the Governor. And we find from the Amended Draft that some of the suspicious sections upon which we have already laid our editorial fingers are marked for future consideration by the Executive Council! This means, we presume, that the two chief promoters of the objectionable and impracticable clauses of the Bill (Messrs J. M. Price and E. J. Ackroyd) are to engage in another battle royal in Executive Council. 'I am not aware,' said Mr Price to the Colonial Treasurer, when it was stated by the latter gentleman that the Government had retreated from the 'greatest ground of opposition.' And when Mr Lister said that this was the case so far as the Public Health Bill was concerned, Mr. Price retorted, 'I beg your pardon,'—which is the official mode of informing the Colonial Treasurer and the public that such a statement is inaccurate. 'Ye has no seen the last o' my bonnets an' me,' is evidently the attitude of the Surveyor General on this part of the subject; and even although Mr Price may be met and defeated in Executive Council, it will be well for the unofficial members to keep close watch upon some of the provisions that still remain (such as Sections 20, 21, 22, and 23, and the Bye-Laws), so that the Surveyor General may not—in the 'public interest,' of course!—obtain indirectly what he fails to get by direct means. It is unfortunate for all parties concerned when overzealousness inspires a total want of confidence in any leading official; but when the Surveyor General publicly waves his flag of defiance in the face of both Councils, it is high time to be watchful, and to take measures to ascertain whether this Colony is ruled on the 'Dictator' principle, or by the Governor with the advice of his Councils. Immediately before the Acting Chief Justice's tardy application of the judicial oil to the troubled waters, the Acting Attorney General had attempted a close imitation of Mr Price's bellicose attitude. The Governor had said, in reply to Mr MacEwen, that he would certainly act upon the advice of the Colonial Treasurer, and have the bill printed, when this followed:—

The Acting Attorney General—No, Sir: I cannot. We must go into Committee on the Bill as read a first and second time. If the Bill has to be reprinted we must begin again.

Hon. A. P. MacEwen—Notwithstanding the answer of my hon. friend, I earnestly ask your Excellency, on behalf of the public, to have that Bill reprinted, so that we may know what we are about.

His Excellency—Well, without compromising ourselves in any way, I shall endeavour to see if your wishes can be legally met, that is, that a clear reprint of this Bill shall be sent to you.

Of the capacity of the Acting Attorney General to lead the Government, and of his tact to manage the Opposition, we shall say nothing. It required the judicious intervention of the Colonial Treasurer and of the Acting Chief Justice, the pleadings of the unofficial members, and the boldness of the Acting Governor himself, to stave off a dead-lock in the Council. What seemed to be a covert threat towards the Chamber of Commerce, had been held out by Mr Ackroyd at an earlier stage of the proceedings; and he was indiscreet enough to hold out another menace, when referring to the reprint of the Bill, he said—'If a point be made of it, it will be a question for me to consider next time whether I shall send amended copies.' The time has surely gone by for silly threats like this; and we congratulate the Acting Governor and the Acting Chief Justice on having saved the Acting Attorney General from himself. But for Mr Ackroyd's obstinacy the unwelcome marshalling of the 'official phalanx' would have been avoided. The division was taken practically in opposition to the adjournment; while the adjournment was subsequently agreed to as if no division had been taken.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(*Via Southern Line.*)

THE LAND BILL.

LONDON, 21st July.

In order to conciliate the Unionists the Government has consented to revise the judicial rents and to drop the bankruptcy clauses of the Land Bill.

THE STANLEY EXPEDITION.

Mr Stanley left Aruwimi for Wadelai on the 2nd June.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Euphrates*, June 3; *Thisbe*, 17; *Elektra*, 24; *Hector*, 28; *Comorin*, July 1; *Telamon*, 6; *Belalder*, *Djemnah*, 8; *Agamemnon*, *Breconshire*, 12; *Bellerophon*, *Glenfalloch*, *Titan*, *Bayern*, 15; *Tantallon*, 19.

HOMEWARD BOUND:—*Orestes*, June 24; *Leanor*, July 1; *Glamorganshire*, *Telemachus*, 8; *Titania*, *Niobe*, *Glenshiel*, 12; *Glengarry*, *Stentor*, *Monmouthshire*, *Smit*, 15; *Anadyr*, *Gleneagles*, 19.

The O. & O. S. S. Co.'s steamer *Belgic*, with the AMERICAN MAIL of June 28, was to leave Yokohama on Tuesday, the 19th July, at daylight, and may be expected here on or about Monday, the 25th July.

The steamship *Pekin*, with the ENGLISH MAIL of 24th June, left Singapore on Wednesday, the 20th instant, at 5 p.m., and may be expected here on or about Monday, the 25th inst. This packet brings replies to letters despatched from Hongkong on May 12.

The O.S.S. Co.'s steamer *Laertes*, from London, left Singapore on the 20th inst., and may be expected here on or about the 26th inst.

The Glen Line steamship *Glenroy*, from London, left Singapore on the 21st instant, and may be expected here on or about the 26th inst.

The Indo-China Steam Navigation Co.'s steamer *Wingsang*, from Calcutta, left Singapore on the 22nd instant, and may be expected here on or about the 28th inst.

The D. D. R. steamer *Atalanta*, from Hamburg, left Singapore for this port on the 22nd inst., and may be expected here on or about the 29th inst.

The O. S. S. Co.'s steamship *Hector*, from Liverpool, left Singapore on the 23rd instant, and may be expected here on or about the 29th instant.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—7TH SUNDAY AFTER TRINITY.

Matins:—Responses, Festival, Tallis; Venite, Novello; Psalms, Camidge and Kimkee; Te Deum, Barnby in D; Benedictus, Turle; Anthem, 'As pants the Hart;' Hymn, 292 (1st tune).

Evensong:—Psalms, Fitzherbert, Nares, Rimbault and Hindle; Magnificat & Nunc Dimittis, Trimnell in D; Hymns, 287, 256 & 24 (2nd tune).

THE *Fokien* reports having seen nothing of the *Yangtze* and *Pilot Fish* on her way down.

Messrs Butterfield & Swire inform us that the O. S. S. Co.'s steamer *Hector*, from Liverpool, left Singapore this morning for this port.

THE *Pilot Fish* returned this afternoon without being able to find the *Yangtsze*. We believe that the *Ningpo* will leave to-morrow morning in search.

THE *N. C. Daily News* understands that a gold loan of £150,000, at 5 per cent., for 10 years, has been made by an English firm at Tientsin to the Chinese Government.

By kind permission of Captain Oakes, divine service will be conducted to-morrow forenoon, at 11 o'clock, by Revd. A. G. Goldsmith on board the American ship *P. N. Blanchard*. The Bethel Flag will be hoisted.

THE complaint of drunkenness and refusal to perform duty, brought in the Marine Court at the instance of Captain Marshall of the S. S. *Abyssinia*, against Robert McEachern, formerly chief steward of that vessel, has been withdrawn.

THE E. A. S. S. Co.'s steamer *Guthrie* was the first to arrive with the new season's Tea from Foochow to Australia. She left Foochow on the afternoon of the 28th ulto. and arrived at Sydney on the morning of the 13th instant, having made the run in 17 days and a few hours. Her cargo consisted of 1,768,486 lbs. to Sydney, 411,990 lbs. to Adelaide. The second arrival was the *Changsha*, the third *Chingtu*, and the fourth the *Sikh*.

AT the instance of Inspector Baker, half-a-dozen shopkeepers were brought before Mr Wodehouse in the Police Court to-day, charged with having in their possession 'false and deficient balances.' The parties charged were Chun Awan, Fat Sing, Ho Sin Tau, Fong Ahai, Chan Siu Lam, and Ng Ashung. It was stated that all these traders had in their shops the necessary implements for cozening customers of from two to eight per cent. of the weight of the goods purchased. The cases of the first and fifth defendants were remanded; the second was fined $25, the third $10, the fourth $10 and the sixth $10.

DR Doberck now tells us what has become of two of the typhoons that were sporting about the China Sea. In his report at 10 a.m. to-day he says:—

The typhoon that crossed the China Sea passed south of Haiphong during the night. The typhoon that approached Northern Formosa has entered the mainland south of Shanghai. The North Cone was hoisted yesterday at 4 p. The barometer has fallen slightly in the S.E.

The first of these typhoons is, we suppose, the one that was said to have come so near us three days ago. There yet remains to be accounted for the typhoon advised yesterday as raging in the North of Luzon, far off the Coast.

AN inquest was held this afternoon on the body of an unknown Chinese, apparently about 30 years of age and supposed to have been either a cook or a house-boy. Deceased was seen about 7 p.m. on the 20th inst. by a clerk at the Rope Works, Kennedy Town, to jump into the water from the wharf and disappear before assistance could be got to rescue him. The body when found yesterday afternoon was much decomposed. Inquests were also held in several cases of accidental death by drowning, all the victims being Chinese. One of them, a boy of 12 years of age, named Li Luk, the son of a fisherman, is supposed to have fallen from his father's house-boat yesterday morning.

LUNG A CHEONG, a brush-maker, was brought up in the Police Court this morning on a charge of being in possession of a large quantity of prepared opium, without being provided with the necessary certificate. Police Sergeant Thomas Campbell, No. 68, stated that while on duty in Hollywood Road he observed the defendant going along apparently with something concealed up his sleeve. Witness stopped him and enquired what it was that he was hiding. Defendant in reply said 'nothing.' Witness noticed also that the man's jacket looked suspiciously bulky. On proceeding to investigate, the sergeant discovered that the defendant had concealed, about various parts of his person, a quantity of prepared opium amounting in all to 150 taels. The case was remanded, bail being allowed in two sureties of $350 each.

A FRENCH correspondent has sent us the following particulars with regard to the celebration of the 14th July at Canton:—Our Consul, M. de Bezaure, did his utmost on this occasion to celebrate our national fête with the great enthusiasm and in as impressive a manner as could possibly be expected in Canton, seeing the small number of Frenchmen that are here. On the evening of the 14th, the Consulate was very tastefully illuminated. Garlands of lanterns ran from one end to the other of the Consulate, and on the front of the house the initials 'R. F.', in letters of flame, were to be seen in relief. At eight o'clock there was a grand supper, which brought together all the French Colony and the English Consul and his family to a fête celebrated here for the first time. Toasts to M. Grevy and also to the Queen of England were drunk. The Consuls of Germany and America sent letters of apology. After the supper there were fireworks in our Concession and an open reception. All the English Colony came to felicitate M. de Bezaure, and music and dancing were kept up to a late hour in the evening.

DR. HARPER announces that he has now received over $30,000 for his proposed Christian College in China, which assures its being commenced; but he asks for yet more.—*Shanghai Courier.*

WHEN Mr Ryrie stated in the Legislative Council yesterday afternoon that he was sure there were precedents to sanction the printing of a clean copy of a measure that had received considerable amendment, we do not suppose he was aware that the latest precedent only occurred two months ago and that the same official who refused with such dogged obstinacy to print a clean copy of the amended Public Health Bill was the one who, on renewing his motion for the second reading of a Bill for the better regulation of trade in Opium, spoke as follows:—'The principal modifications are contained in the revised Bill which I caused to be printed and circulated in order that members of Council could see exactly what they were and come prepared to accept them.' Now the Opium Bill was carried through the Council in exactly the same manner as the Public Health Bill is being carried through. It was introduced a first time. A motion for its second reading was made; and then it was found that the objections to some of its provisions were so great that it was deemed necessary to make several important amendments. Before the Acting Attorney General renewed his motion for the second reading he had a revised Bill printed and circulated, in order, as he said, 'that members of Council could see exactly what they (the modifications) were and come prepared to accept them.' It is difficult to imagine that the same official two months afterward would abruptly contradict his Excellency and say that an amended Bill could not be printed, as the Council must go into Committee on the Bill as read a first time, and that if the Bill was altered they must begin again. Read in the light of his former statements, the Acting Attorney General's remarks—about not being obliged to send the members a copy of the Bill with the amendments, and about his having sent the copy only out of courtesy,—seem most ungracious, while the veiled threat—that it would be a question for him to consider next time whether he would send amended copies, if it were not so ludicrous, would almost amount to insult. All that the unofficial members asked was the same treatment as they had received when the Opium Bill was reconsidered. How useful a clean copy is may be gathered from the following remark in the report of the discussion in committee on the Opium Bill:—'On the suggestion of the Acting Chief Justice, members used the amended printed form of the Ordinance, so as to facilitate the considera-

THE *Shunpao* of the 18th inst. says that a fire occurred at Soochow on the night of the 15th inst., and destroyed over 100 houses.

THE *Hu Pao* says that copper has been discovered at a place called Ho-yüan in Lien Chow, north Kuangtung, and that a local magnate is raising capital in shares in order to work the mine profitably.

THE s.s. *Active*, which arrived at Shanghai on the 17th inst. from Japan, reported as follows:—On the 14th July saw a four-masted French steamer on Ohosima Island. We passed her at a distance of two miles; she had her flag flying half-mast high.—She is supposed to be the *Bouen*.

AT six o'clock on Friday afternoon a coolie fell down outside the East gate of Shanghai under an attack of cholera morbus; he was taken to the hospital and died shortly afterwards. According to the *Shên Pao*, Soochow is suffering from some epidemic which has already carried off about 100 people.—*Hu Pao*.

THE *Straits Times* says:—An appeal has been entered against the finding of the Marine Court of Enquiry in the *Pair Penang-Bentam* case and a public subscription raised to enable Captain Harrison to meet the expenses of his trial in the Supreme Court. Captain Harrison has called a Special Jury and the case will be taken on the 18th inst.

THE *Straits Times* says:—The German mail steamer *Braunschweig* left for Europe at 4 p.m. on the 13th inst., followed two hours later by the French mail steamer *Irawaddy*. As this is the first time that the steamers of the two rival companies have left within a short time of each other on their run to Europe, their respective speed will be finally determined.

AMONG the new companies advertised in London is the Mozambique Produce Company with a capital of £70,000. It is to take over a Concession of 20,000 hectares of land in Mozambique Province, to cultivate the poppy and to make and export opium. Mr André, formerly of Hongkong, and Mr T. B. Higson, formerly of Shanghai, are Directors.

A NATIVE paper says:—The Hangchow authorities have issued proclamations forbidding the harbouring of suspicious persons in hotels and other places of public entertainment in view of the recent arrests of secret society men on the south-west frontier of Chêkiang. Three taoists have according to different correspondents been arrested on suspicion in Hangchow and one in Yangchow.

THE *Shanghai Courier* says:—National feeling appears to be not one of the levers which bears on foreign residents when they come to decide in which of the three lines of mail steamers they shall take a passage, home: the P. & O. Company, the Messageries Maritimes, or the Norddeutscher Lloyd. This will illustrate the figures which we publish below, and from which it will be seen, that the French mail steamers are still the favourite ones with home passengers. At least to this conclusion one has to come when accepting as a criterion the half year, ended 30th ultimo. In the table which we subjoin, we have included only European passengers who, between the 1st January and 1st July *currentis* have left from Japan, China and Hongkong for the Continent of Europe and England. European servants and children are excluded in the list. It will be seen that each of the steamers of the three companies above mentioned carried passengers at the following average ratio: French—17; German—16; and English 12. Here is the—

TABLE OF PASSENGERS FROM THE EAST.

Company.	Number of trips.	Passengers Carried.	Average per steamer.
P. & O. Co.	14	165	12
N. D. L.	6	79	15
M. M. Co.	13	213	17

THE *Straits Times* says:—We regret to learn of the death at the General Hospital, of Mr Anthony G. Hobson, M.I.C.E., a passenger by the French mail steamer *Anadyr* on his way to Tientsin to take up the appointment of superintending engineer on Messrs. Jardine, Matheson & Co.'s staff. He was taken ill at Colombo with fever, but on the voyage to Singapore became worse, and at one time tried to jump overboard. He was only 25 years old.

THE China Merchant's Steam Navigation Co. is acting wisely. It has determined to employ the *Poochi* and *Yungning*, two light draught steamers, to trade between Chefoo and Lia-chau. The distance is about 80 or 100 miles. From Lia-chau most of the Shantung straw braid comes, also millet, wheat, beans, sam-shu, etc. There is also a passenger traffic. Probably the steamers will do well, but the two marts of Chefoo and Lia-chau will certainly be very greatly benefited.—*N.-C. Daily News.*

THE *N. C. Daily News* of 18th inst says:—The intense heat claimed no less than three victims last week, Mrs Gram of Pootung; the wife of the proprietor of the Prince of Wales Hotel, and Mr R. P. Shewell, the accountant of the Comptoir d'Escompte. Mr Shewell was only twenty-six years of age, and he has fallen a victim to his fondness for lawn-tennis and cricket. He had a slight sun-stroke while umpiring in the cricket match on Thursday, but was better on Friday, when he was able to be at his desk. He was taken worse on Saturday, and succumbed in the afternoon, a very promising career being thus brought to a tragically early close. He was buried yesterday morning at seven o'clock.

H.M.S. *Mutine*, Capt. J. H. Martin, R.N., arrived at Singapore on the 13th inst from Colombo which she left on the 4th instant. The *Mutine* is a vessel of 1130 tons, carries a crew of 157 men, and is armed with ten 5-inch breech loading guns, and, although not a new ship will be a valuable addition to Admiral Hamilton's Squadron on the China Station, as her armament of breech-loading guns is infinitely superior to the muzzle loaders of the *Daring* which she relieves. We hope the Admiralty will eventually replace all the vessels on the China Station having old armaments with vessels having new armaments, so as to be on a par with the vessels of the Russian, French, and German squadrons.

THE Tientsin correspondent of the *N.-C. Daily News* says:—For the accommodation of H.E. the Viceroy, and the visitors of distinction he has invited, a pretty pavilion has been built in the grounds of the Military College which is opposite to our Settlement. So, from the north bank of our clear and purling stream, the great man and his guests will view the *manœuvres* of the cadets, who are being trained to the arts of modern warfare by diligent and skilled German professors. The day is not yet fixed, and some postponements have been made, mostly on account of the two French balloons. The pupils of the Military School will make a good show. They are well made, strong and active lads, and go through their exercises with regularity and in good style.

A NATIVE paper says:—Whole tracts within the walls of Nanking are several feet under water, and boatmen are plying a vigorous trade. There is great uneasiness in Kiukiang about the rice supply as that city possesses no hulling machines, and depends entirely upon imports from Anhwei and the interior of Kiangsi; but owing to recent floods the gentry of the rice districts have strictly prohibited the export of rice this year. Owing to the giving way of one of the sluices, a large *wei* or enclosed low-lying tract on the Po-yang Lake between the Hwang-mei and Tà-hwa districts, has been submerged (much in the same way as that of Szegedin in Hungary). Should the authorities not succeed in rapidly draining this tract the loss in taxation alone will be Tls. 10,000. South of the Po-yang Lake things are just as bad, and Fêng-ch'êng district more especially has suffered severe loss.

THE Tientsin correspondent of the *N.-C. D. News* says:—The railway difficulty seems to be at an end. A satisfactory understanding was made between the authorities, the railway company, and the villagers through the suave intervention of Mr Ng Choy, and the opposition, which at one time threatened to be serious, has ceased. The Chinese villager, if he is sure his rights will be respected, is not hard to manage. The country is prosperous. The spring harvest of wheat was very large and fine, and if only some rain comes there will be a great yield of millet in the autumn. The Portuguese Envoy has gone on to Peking. He will make a satisfactory treaty, ratifying the Lisbon convention, without difficulty, and a most troublesome and, at times, menacing question will be finally laid at rest.

THE *L. & C. Express* of 17th June contains the following paragraph with regard to the Rev. George Müller, whose visit to Hongkong will doubtless be remembered:—The Rev. George Müller, founder of the famous orphanage at Bristol, where 2,000 children are fed and cared for, returned to Bristol this week, after a preaching tour of 37,000 miles. He went to the United States, where he had intended spending the winter in preaching. Yielding, however, to a pressing invitation from Australia, he went by way of San Francisco to Australia, and New Zealand, thence to the Straits of Malacca, Japan, and China, and returned through Europe, thus having completed a preaching tour round the world. Although eighty-two years of age, he is strong and hale, and says he has experienced no fatigue from his labours.

THE French syndicate last autumn showed clearly to His Excellency Li Hung Chang that the *ballon captif* could be made to play an important part in future Chinese warfare and, in fact, is as essential to the success of the Imperial troops as guns or powder. The facts were clear, the reasoning was conclusive, so without more ado H.E. the Viceroy, who naturally desires unfailing success for the arms of China, ordered two balloons from France. With them were to come apparatus for gas, and two professional aeronauts. In the Spring all came, and as professional spite or jealousy is or was supposed to exist, extreme precautions were taken to prevent malicious injury to the machines. Armed men guarded the packages day and night, and as much care was taken as if the Holy Grail had been secured for the Imperial Government. Finally, while precaution was soon relaxed, the packages were taken to the military school. A wooden building was erected for their reception; the machine for producing gas was put into working order, and a lucky day sought for the ascents. Accidents will occur. Parts of the balloons stuck together by reason of heat, or bad oil, or accident, whereon the wooden building was condemned as unsuitable, and a suggestion made to the authorities that they should order (from the syndicate) an edifice of galvanized iron of considerable capacity. This building on top of the cost of the balloons, would make these aids to warfare rather dear, but as the Chinese have got their useful toys of course the things must now be used. Then it is found that the gas-making machinery is only adequate to fill the lesser balloon, and in the coming spring a new machine, somewhat costly, will speed over the trackless ocean to beautiful Tientsin to enable the larger balloon to rise in our salubrious air. The cost of one inflation exceed Tls. 2,000. To carry the balloons and necessary apparatus, iron house, etc., to the battle field will require about a brigade of coolies.

The delays are unfortunate, and the extra expenses not considered at the outset, and seemingly disagreeable to the authorities, for when I offered my sincere condolence to a Chinese official his face suddenly assumed an expression of anguish.—Tientsin correspondent of the *N.-C. Daily News.*

SINGAPORE seems bent on being effusively loyal. Not content with spending thousands of dollars on Jubilee processions, illuminations and what not, a subscription is to be started for the Women's Jubilee offering to the Queen. The *Straits Times* says:—

We are informed that there is a very general desire that the Colony and the Native States (the male portion of which has contributed with great liberality to the Imperial Institute and to the Jubilee rejoicings) should join in the Women's Jubilee offering to the Queen. The object is not to obtain large subscriptions, but that the women in general of all classes and races, rich and poor, should join in a thank-offering to Her Majesty on the completion of the fiftieth year of a reign in which a woman has been one of the greatest and best of the Sovereigns of the world. To best carry out this object, it has been decided to limit the subscription to a maximum of one dollar and a minimum of five cents. Every woman is invited to subscribe any sum from five cents to a dollar, and the name of every subscriber will be sent to the Queen. Lady Weld will be glad to give any information on the subject to any ladies who wish to assist in collecting. Subscriptions will be received by her and by a Committee of Ladies.

THE alligators at Shanghai, it would appear, have outlived the Jubilee. The *Shanghai Mercury* tells the following story about a policeman who was attacked by one of this species of reptiles. If our contemporary has any desire to 'work up' alligators we commend to its attention the story on our fourth page, taken, it is needless to say, from an American paper.

A Policeman attacked by an Alligator.—About 1 o'clock this morning, while one of the native guardians of the peace was perambulating the Broadway, near the Old Ningpo Wharf, counting the weary quarters as they slowly rolled by, he was astonished and surprised at finding himself attacked in the rear by something or other tugging at his shapely nether limbs. He turned round and his astonishment may be better fancied than described when he discovered that his assailant was what he at the time imagined to be a dragon. Who will say after this that native 'bobbies' are not plucky! Instead of taking to his heels, the policeman closed with his adversary, secured it and dragged it into a compound by the roadside. The residents hearing the noise rushed to the scene with lights, expecting to find thieves, but instead of that their gaze met the bobby and an alligator four or five feet long. The saurian was promptly despatched and his *corpus* removed to the Hongkew Police Station, where a number of foreigners called to see it in the course of the day. When we first heard the account we naturally inquired 'what brand,' and it was only after being assured officially that the report was true that we ventured to commit it to print.

'FRAGRANT WATERS' MURMURS.

That the well-recognised and somewhat ancient farce was re-enacted in Council yesterday of recording the votes of members on a certainty which the Government (or rather the Attorney General) had previously decided upon.

That the Government will not gain much prestige over their amended Health Bill, unless a different spirit makes itself apparent.

That it is an entirely new departure to describe the Standing Orders of the Council as a mere instruction to the Clerk.

That the Acting Attorney General maintained a most judicious and diplomatic silence to the unofficial Doyen's home-thrust. Why, if there was little or nothing in the proposed alterations to the Bill, it had taken him a whole fortnight to consider them.

That the unofficial members were only given a few hours to investigate amendments and alterations which required two full weeks of calm deliberation on the part of a legal expert like the Acting Attorney General to evolve.

That the fact of the Officer Administering the Government expressing himself as *very* VERY sorry does not very materially mend matters or facilitate business, even if it can be looked upon as a slight concession towards lubrication.

That an injudicious mixture of hectoring and regretting following each other in quick succession do not tend to increase the dignity of the august assembly's deliberations.

That no one expected Mr Price to give way on the subject of his odoriferous monuments, but that the appearance of such a petition in the proceedings of the Council is an eloquent plea for the establishment of a Municipal Council.

That there are a goodly number of Chinamen wearing the livery of the Chinese Maritime Customs hanging around the streets, and it would be reassuring to know that they were all under the orders of Sir Robert Hart.

That we ought to be prepared for all sorts of dodges on the part of the wily mandarin to conserve his time-honoured right to squeeze.

That he will not stop at Salt fish.

That the refusal of the Government to grant a Commission, to inquire into the application of the Emigration Ordinance to Australian voyages, was a curious display of official blindness to facts.

That although the Harbour Master was as silent as ever at the Council table, he is credited with having got it all his own way in this case.

That a rumour is going round that the last dying speech (officially) of the (officially) dear departed Governor of Hongkong, addressed to his beloved public of this Colony, has reached these shores.

That the ill-health of Lady Bowen, and the urgent appeals of great statesmen that he would adorn Parliament with his august presence, were the solo reasons why the Colonial Administrator of unparalleled experience had reluctantly relinquished the honour and pleasure of once more reigning over and beaming upon us.

That the time when and manner in which the manifesto is to be placed before the expectant public are not known as yet; but I would suggest that the touching farewell should be broken gently, oh, so gently, to those who subscribed for the Farewell Banquet.

That the large Typhoon received by the Police from the Observatory has not yet been delivered, and things appear to have got a little mixed as to whom it was addressed, and as to what has become of it.

That yesterday afternoon the North cone was hoisted, and people wondered if that referred to the original consignment, or to another big breeze on the loose.

That steamers from the Westward report west winds and smooth water, but no typhoon, while steamers from the North report bad weather.

That a meteorological friend who cannot finish his storm-chart has resorted to doggrel—

O, where and O, where has our big 'blow' gone?
O where and O where can it be!
The drums and the cones have been up in the air,
But no tidings come in from the sea.

That if a Light-house and Meteorological Station were established on the Pratas Shoal, and connected by wire with Hongkong, cross bearings of wandering depressions could be taken and the run of them kept both at Hongkong and Manila.

That a telegraphic line to the Gap Rock would be a beginning, and would be better than nothing.

That at present the hoisting of our local drums and cones are good for little else than stopping trade.

That the Chinese artizans are beginning to learn the philosophy of strikes, thanks to some of their own lovers.

That a system of terrorism will be exercised upon those who are willing to work, which should be put down with a strong hand, if such a thing could be raised among officials here.

That the Government *Gazette* speaks of a street running in a *westwardly* direction, instead of in a single direction.

That the Colonial Surgeon seldom goes in for rhyme, however much he may for reason, in his annual reports; but that in his last effort he says—

The dietary of the Gaol has been reduced,
So they don't fatten up as much as they used.

That unfortunately the Government Printer omitted to print the distich in its proper shape.

That people are asking why the Annual Report of the Police has not yet been printed.

That, as I have before pointed out, the Report of the Land Commission should be given to the public before the Public Health Bill be finally considered in Committee.

BROWNIE.

PECULIAR ASSAULT CASE.

A carpenter, named Lai Chiu, who has been employed at Mr Gordon's sawmills, Wanchai, complained in the Police Court to-day that the foreman at the works had assaulted him by felling him with a piece of wood.

The complainant's story was that after stopping work on the 21st he went to get some water from a steam pipe close to the place where he was engaged, when the defendant said something angrily to him, which he did not understand, and afterwards took up a piece of wood and struck him on the neck with it, knocking him down and rendering him insensible. Similar evidence was given by Chan Apau, another carpenter at the same place.

Defendant stated that he was superintending the building of two steam launches at the sawmills, and the watchman there had orders not to allow anybody to go inside the premises after five o'clock. The complainant, who was employed by the contractor for the building of the launches, was engaged in caulking one of them at a place close to the sawmills but divided from these premises by a wall in which was a door communicating with the sawmills. At six o'clock on the day in question he saw complainant knocking off work. He had some oakum in his hand and defendant, wondering what he was going to do with it, watched him. Complainant's hands and feet were covered with tar, which defendant knew he could not wash off with water. He saw complainant go in the direction of the sawmills, and a little time afterwards he followed him to see what he was doing. He found him sitting with an oil can in his hands pouring the oil over his hands and feet. The oil must have been taken from the stores. Defendant told him to put the oil away, a request which he quite understood but paid no attention to, being unwilling to part with the oil. Defendant then told the watchman to take the oil and at the same time tell the complainant to clear out. On the watchman doing this the complainant assumed a threatening attitude. The watchman gave the complainant a push and the latter then picked up an axe and rushed at the defendant who ran back to protect himself, and, while he was doing so, picked up a piece of wood and hit the complainant a blow on the neck with it in self-defence. Complainant fell and lay for some time. Defendant began to think there might be something the matter with him, and a doctor who happened to be passing came to see him. The medical gentleman said there was nothing the matter, and the complainant shortly afterwards went away.

The watchman at the sawmills having given corroborative evidence, the case was dismissed.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

The following is the Report of the Board of Directors to the ordinary half-yearly meeting of shareholders, to be held at the office of the Company, on Monday, the 1st August, 1887, at 3 p.m.—

The Directors beg to submit to the shareholders the usual Statement of Accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premia of insurance, repairs and all other outgoings, there remains, including $1,416.45 brought forward from last account, the sum of $91,901.68 at credit of Profit and Loss Account. From this sum, the Directors recommend that $56,000, or 7 % on the Capital, be paid as dividend for the half-year, the $20,000 be placed at credit of Depreciation and Insurance Fund, and $10,000 at credit on Equalization of Dividend Fund (which will then stand at $190,000, and $40,000, respectively) leaving a balance of $5,901.80 to be carried forward to new account.

The Gross Earnings for the half year ending 30th June, proved to be almost identical with those of the preceding six months, but some exceptional charges incurred make the Net result somewhat less favourable than shown in the last Report.

During the six months under review, the *Powan* and *Honam* have undergone the usual annual survey and overhaul. The *White Cloud* is at present laid up for necessary repairs to Engines and Boilers, and the opportunity will be availed of to effect the annual survey. When these repairs are completed, the *Kiang hoi* will be laid up for inspection and overhaul.

The new steamer *Fatshan* commenced running on the Canton line on 1st July, and has proved herself to be a very useful addition to the Company's Fleet.

In accordance with the Articles of Association, the Honourable P. Ryrie and Mr. F. A Gomes retire from the Board of Direction by rotation, and being eligible offer themselves for re-election.

The retiring Auditors, Messrs. L. Haunschild and A. O'D. Gourdin, offer themselves for re-election.

P. RYRIE, *Chairman.*

Hongkong, 23rd July, 1887.

Amoy.

(From our Correspondent).

Amoy, July 21st.

Since my last letter, death has been busy among us, taking away two of our small community of Ladies, namely, Mrs Russell (wife of Mr H. C. Russell, Assistant Examiner, Imperial Maritime Customs), who died of exhaustion on the 15th instant. The deceased lady had been suffering for some time, and gave birth to a child on the 10th, which died the next day. And Mrs L. Hams, the proprietress of the establishment of F. C. Brown & Co., Drapers & General Storekeepers, who died of fever on the 15th.

Mr John Wallace Ord of the Amoy Dock, has received the appointment of Local Marine Surveyor in the place of the late Mr L. A. Andersen who held the post for over 15 years. I believe that there were over twenty applicants for the post.

We have some rain at last and none too soon as grave apprehensions were rising as to where we were to obtain our water; all the wells were nearly dried up.

The Chinese were reduced to some straits for water. The pork shops have been closed for three days and processions formed to the different Joss Houses, to pray for rain. I have heard that the Chinese authorities have given orders that all the shops were to be closed for three days and all business suspended for that time to propitiate the God of Rain. Fortunately now that the Rain has come, it will not be necessary to go to these extremes.

The heat this summer is greater than any experienced for the last fifteen years, the thermometer rising to 92 in the shade, in the day and only going down to about 88 in the night. Fortunately for us there is a nice South East breeze blowing the greater part of the day which tempers the heat greatly.

I hear that there is a good deal of sickness among the Chinese at Tung-wan and the surrounding country, mostly low fever.—There is very little sickness among the Chinese in Amoy and the health of the Foreign Community may be considered very good.

Vessel in Port:—Steamers, *Glenfruin, Nankiang, Fokien, Chefoo, Hothow*; sailing vessels *Amega, Archus, G. H. Wuppaus, Johanna Kremer, Kristina, Nilsson, Thersee.*

OUR INDIAN ARMY A MATCH FOR THE RUSSIANS.

THE 'PIONEER' ON SIR CHARLES DILKE'S ARTICLES.

Sir Charles Dilke should visit India without delay, for he would thus be saved from printing further nonsense regarding the military resources of this country. We have, before, had to draw attention to certain weak points in the series of articles in the *Fortnightly Review*, particularly when the author quoted with approval the opinion of continental critics that only the 'Gurkhas and the Punjab Cavalry' could be used against a Russian army of invasion. Sir Charles has now hedged a little, and speaks of 'the best of the Punjab Cavalry, the Bengal Lancers, and the Gurkha, Sikh or Pathan infantry,' but still he is hopelessly at sea as to our military position. He clings to the idea that the Russian advance upon India will be on the Herat-Kandahar line, but that owing to transport difficulties no overwhelming force will be able to move forward—such troops as are used will be of first-class quality. 'Picked men will be sent upon this expedition,' he continues, 'and it is simply idle to believe that our native regiments going into action with about four white fighting officers each, and liable after a few minutes of hot fire to find themselves commanded by a subaltern just out from home, can be counted upon to stand up to picked Russians.' This is the kind of rubbish which is served up for the benefit of the English public at home, and equally for the delectation of our good friends in Russia! Since when have our Native regiments had 'about four white fighting officers each,' and why does the subaltern just out from home play so prominent a part in the calculation? Is he supposed to be a striking feature in every Native regiment? It may please Sir Charles Dilke to state that the Russians are the 'best soldiers in the world' in his opinion; but those who know what the Turks did, when properly handled, in the last Russo-Turkish war will feel not the least anxiety as to the result when our own Native Army is called upon to meet even the picked force that is to menace Kandahar. For it should be remembered that in all the calculations for resisting a Russian invasion our Army Corps is to be composed, as regards Infantry, of an equal number of British and Native troops; in the matter of Cavalry our sowars are more than a match for Cossacks under any condition. The confidence inspired by British Infantry being to right and left of them in every Brigade, Division, and Army Corps, will make our Native troops equal to meeting even that terrible picked force that is to come from Herat.

If Sir Charles Dilke doubts this let him ask any General Officer in India what his opinion would be of the chances of success of a force composed of 10 battalions of British Infantry and 10 battalions of Gurkhas (or Sikhs or Punjabis) against a Russian force of similar numerical strength. But the ex-statesman begs the whole question by twisting his 'facts' to suit his own purpose. He says:—'We shall be happy if, in the event of a Russian attack upon India, we can count upon our Native Army to keep watch over the enormous forces unfortunately maintained by Native princes and to hold our communications against possible attack.' The armies of the Native States are certainly numerically large, but with few exceptions they are ill-armed and disciplined, and with every State now within easy reach by railway, revolt on their part would only be dangerous to themselves. As to the guarding of our communications, on Sir Charles Dilke's own showing the tide of Russian invasion is to be met at Kandahar, and our frontier is well under 100 miles from that point, with the railway actually opened to the Khojak. The line would be laid from Chaman to Kandahar, while the Russians were wearily marching upon the Helmand; its flank would be protected by the desert; and one brigade would certainly be enough to keep the tribes to the north of Peshin in check. Surely then one-third at least of the 130,000 native soldiers in India could be spared for service at the front. In his earlier articles Sir Charles Dilke spoke with diffidence upon the military aspect of the question with which he was dealing; it would have been wiser had he guarded himself against positive statements, such as we have quoted, when referring to the Indian Army. We have no love, as a rule, for politicians who pay flying visits to India in the cold weather and rush back to England to air what they call the knowledge they have gained; but we should welcome the author of the *Fortnightly* articles if he would only come with one idea, to inform himself thoroughly of the military resources of India as they now exist.

ENGLISH COALING STATIONS IN THE CHINA SEAS.

The present condition of our coaling-stations in the China seas shows the need of which I speak, for improvement in efficiency. The recent elaborate articles in the French military review of foreign countries, which is compiled by the General Staff at the Ministry of War, on the defence of Hongkong and other British possessions, are not pleasant reading for us. The French scientific writer begins, for example, with regard to Hongkong by pointing out the enormous importance of the third port of the British Empire, and the probability of the increase of its importance shortly on the opening of the Canadian Pacific Railroad. He shows that the military and strategic importance of Hongkong is as great as the commercial. He next states what has been the past condition of the fortifications, and points out the improvements which are being made in them. The writer then, several times over, remarks, upon the feeble numbers of the garrison, and informs us that it is evidently insufficient for the defence, and that while we have some idea of protecting the port we entirely neglect the southern part of the small island. He adds, by way of conclusion, that want of money, both in the mother country and in the colony, makes it impossible to complete the fortifications of the island, but says that unless we complete them and increase the garrison, our Pacific fleet must be tied to Hongkong for its defence. The position, therefore, of Hongkong, according to a foreign scientific writer, appears to be pretty much the same as the position of Port Hamilton while we held it, namely, that however important the station may be, it is impossible to defend it except by the presence of the fleet, or by the spending of large sums of money upon fortifications, and upon the increase of the garrison. The reasons which led to the abandonment of Port Hamilton in spite of what might be called the strategic necessity of holding it, are the same reasons as those which make Hongkong weak. From the military point of view it was essential to have held Port Hamilton. The ablest of the foreign writers who have discussed the chances of a war between Russia and Great Britain has given high praise to Mr Gladstone's second Administration for the seizure of Port Hamilton, and chance of successful offensive action on the part of England against Russia. The port itself has, since the publication of that book, been evacuated by our forces, and evacuated only because it was a weakness to our Pacific squadron to be tied to it for its defence. If we are ever to be at war with Russia we shall have to attack her at Vladivostock and on the Amoor; and, under such circumstances, we shall need as a base a fortified station to the north of Hongkong.—*Sir Charles Dilke in The Fortnightly Review.*

A LIFE-BOAT INSTITUTION FOR CHINA.

A writer in the *Shanghai Courier* strongly advocates the establishment of a life-boat institution for China. He says:—It ought to be one of the first duties of a nation which has an extensive sea-board and which exchanges its out-of-style culture for that in vogue in the countries of the West, to look also after the interests of those that go down to the sea in ships. Among the foremost factors to reach this end must be reckoned the seaworthiness of vessels, the erection of light-houses, the provision of buoys and beacons, and last, but not least, the institution of life-boat stations. If we now apply these remarks to the country on whose borders we have settled, it is pleasant to note that as far as the stipulations first mentioned are concerned, the advance made during recent years in China is by no means insignificant. So has for instance, the coast been lit up by some eighty lights, of an equally good quality as those found at home, whilst some sixty buoys and an equal number of beacons serve the mariner as additional landmarks. The Harbour Department employs a staff of about sixty foreigners and some hundred-and-fifty Chinese. This is a very creditable institution indeed, yet, these appliances of safe-guarding navigation do not wholly suffice, and they must be considered incomplete as long as the Department in question takes no steps towards providing means which will minimize the chances of loss of life on this coast. To accomplish this the establishment of life-boat stations is a *conditio sine qua non*. China has a coast nearly 3,000 miles long, and its maritime trade is enormous. The number of vessels which annually visit the various treaty ports is furthermore steadily increasing, and a natural consequence is that the chances of maritime disasters occurring, become greater every year. As is to be expected these accidents are not entirely free from loss of life, and though we have no statistics at our disposal, there will be many instances fresh in the memory of the public, where the loss of life on this coast has been appalling. For, not only are in many instances the life-saving provisions lamentably inadequate on board of merchant vessels, but very often are the boats at disposal fully unsuitable for the purpose, as the surf is at times so bad and the reefs so intricate, that only a life-boat, manned by an experienced crew, can reach the shore in safety. We believe there should be no great difficulty to call into existance a Life-Boat Association for the China coast. Though the initiative ought to be taken by the Harbour Department of the Imperial Maritime Customs, it would not necessarily follow that it solely would have to bear the expense for inaugurating and maintaining such an institution. For, we feel confident that if an appeal were made to the principal shipowners trading to China, and especially those who represent the coasting trade, this appeal would be responded to in a broad and generous spirit. Some of the native guilds who are largely interested in the shipping trade, as, for instance, the Canton Guild—might likewise be asked to contribute towards forming the nucleus for the fund. We do not profess to be experts enough in marine matters to propose the places which would be the most suitable for the establishment of life-boat stations, but in our humble opinion some half-a-dozen would answer the purpose, to start with. There are some landmarks where vessels are most liable to come to grief: the N.E. Shantung Promontory, the Islands near the mouth of the Yangtsze, Hainan Straits, Turnabout, Chapel Island, Lamocks, Breaker Point, and a few others. The crews manning these life-boats, who could be incorporated with the personnel of the Harbour Master's Department, would have to consist of one European (as Captain) for each boat, the remainder being Chinese. From the hardy element of native fishermen, who are used to go through hardships, and who are well acquainted with the dangers of the coast, could be formed, with a little constant drill, a body of men as useful as those found in the National Life-boat Service at home. It is not our intention to go into the particulars as to the cost of inaugurating and maintaining such an institution, but, the first outlay for procuring the boats would not be very great, as a boat of the pattern known at home as the "Clacton-on-Sea" model of the Royal National Life-boat Institution, can be procured for about $6,000. The salary of the crews and the keeping-up of signal stations, would probably amount to no more than $30,000 annually. To make the service complete, each station would have to be connected by telegraph, and the telephone might also be employed with much advantage, so as to make the delay of reaching the scene of the disaster as short as possible. The Chinese Government, which has exercised through the institution of the Maritime Customs under foreign superintendence such beneficial influence upon the progress in China of Western civilization, could hardly do a more graceful act than by inaugurating a Life-boat Service. This would be a step in the right direction calculated to illustrate most forcibly, the signal words of the Marquis Tseng that China is at last bent upon awakening from its lengthy slumber.

Exchange.

HONGKONG, *July* 23.

On London—	
Bank, Wire,	3/1⅞ a 3/1¾
,, On demand,	3/1⅞
,, 30 days' sight,	3/2
,, 4 months' sight,	3/2¼ a 3/2⅛
Credits, 4 ,, ,,	3/2½
Documentary, 4 months' sight,	3/2½
On Paris—	
On demand,	3.96
Credits, 4 months' sight,	4.05
On New York—	
On demand,	76½
Credits, 60 days sight,	78
On Bombay—	
Wire,	223
On demand,	223½
On Calcutta—	
Wire,	223
On demand,	223½
On Shanghai—	
On demand,	72½
30 days' sight,	72½
Gold Leaf, 100 fine	32.90
Sovereigns,	$6.26

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	29.52
Temperature	84
Humidity	73
Direction of Wind	SSE
Force	1
Weather	o

Hongkong Observatory, July 23, 1887.

CHINA COAST METEOROLOGICAL REGISTER.

JULY 22.—AT 4 P.M.

Station.	Barometer reduced to sea level not 32° Fah.	Temperature	Humidity	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr
Manila	29.74	84	86	SW	4	of	2.12
Haiphong	29.46	84	77	N	2	o	—
Hongkong	29.57	83	71	ESE	1	o	—
Amoy	29.50	87	76	SSE	2	c	—
Foochow	29.47	83	87	ESE	2	o	—
Shanghai	29.66	84	87	ENE	6	c	—
Nagasaki	29.78	—	—	E	2	—	—
Wladstock	29.89	62	—	SE	2	o	—
JULY 23.—AT 10 A.M.							
Bolinao	29.69	82	—	SW	2	o d	—
Haiphong	29.49	79	93	E	2	—	—
Hongkong	29.59	84	73	W	1	b	—
Amoy	29.47	80	91	E	1	o r	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.71	84	83	SE	5	b	—
Nagasaki	29.94	—	—	NE	2	—	—
Wladstock	29.85	61	100	S	1	f	0.12

W. DOBERCK,
Government Astronomer.

Hongkong Observatory, July 23.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees, Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, *b* blue sky, *c* detached clouds, *d* drizzling rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *o* dew (*w*...).
7. RAIN in inches; tenths and hundredths.

THE CHINA MAIL.

100° FAHRENHEIT.

Just a hundred, such the reading,
Now, unless old legends lie,
Crows of Salamander breeding
Solar apoplectic die.

Now the scorpion, nigh to fusion,
All his jointed armour warmed,
Victim of a wild delusion
Deems the lambent circle formed.

Parching, writhing, racked, tormented,
In the burning terrene-gale,
Finds, as when flame-circumvented,
Lethal solace in his tail.

* * * * * *

When the venom-charged mosquito
Pipes the onset on the wing,
Seeking where no gauzy veto
Bars the advent of his sting;

When the coolest room is Hades;
When, for ice-machines are dear,
Lukewarm lime-juice cheers the ladies,
Men grow sad on tepid beer,

When the good man loathes creation;
When the bad is heard to swear,
Though each laboured objurgation
Feeds upon exhausted air;

Does the question oft obtruding
Straight become the leading thought,—
'Are not Eastern joys deluding;
'Am I not too cheaply bought?

'Fool was I for dross to barter
'Pound of flesh and life-blood too,
'Am I not a truer martyr
'Than the victim of the Jew?'

* * * * * *

Then ignite the fragrant lunkah,
Place your legs upon a chair,
Bid the dog-boy pull the punkah,
Puff your sorrows to the air.

Fashion airy dreams of riches
Tread again the glory-land,
Known in boyhood when the witches
Youth and Hope held either hand.

Muse on pleasures still before you,
Honours that you yet may reap,
Or, if speculations bore you,—
Take a peg and go to sleep.

BULBUL.

WILD YOUTH'S TAX ON LIFE.*

(BY HENRY WARD BEECHER.)

Men are accustomed to look upon the excesses of youth as something that belongs to that time. They say that of course the young, like colts unbridled, will disport themselves. There is no harm in colts disporting themselves, for a colt never gets drunk. I do not object to any amount of gaiety or vivacity that lies within the bounds of reason or of health; but I do reject and abhor, as worthy to be stigmatised as dishonourable and unmanly, every such course in youth as takes away strength, vigour, and purity from old age. I do not believe that any man should take the candle of his old age and light it by the vices of his youth. Every man that transcends nature's laws in youth is taking beforehand those treasures that are stored up for his old age; he is taking the food that should have been his sustenance in old age, and exhausting it in riotous living in his youth. Mere gaiety and exhilaration are wholesome; they violate no law, moral or physical. I do not object to mirth or gaiety, but I do object, to any man's making an animal of himself by living for the gratification of his own animal passions. People frequently think that to require in the conduct of youth that which we expect in later life has something of Puritanism in it. Men have an impression that youth is very much like wine—crude and insipid until it has fermented, but when it has fermented, and thrown down the lees, and the scum has been drawn off, the great body between is sound and wholesome and beautiful. I am not one that thinks so. I think that youth is the beginning of the plant life, and that every wart or excrescence is so much enfeeblement of its fruit-bearing power. I do not believe that any man is the better for having learned the whole career of drunkenness or of lust, or the dallyings or indulgences that belong to a morbid life. A young man who has gone through these things may be saved at last, but in after life he has not the sensibility nor the purity nor the moral stamina that he ought to have. He has gone through an experience but for which his manhood would have been stronger and nobler. I thoroughly disbelieve that a man is any better for having in his youth passed through an experience that developed his animal nature and his lustful appetites. Excess in youth, in regard to animal indulgence, is bankruptcy in old age. For this reason I deprecate late hours, irregular hours, or irregular sleep. People ask me frequently, 'Do you think there is any harm in dancing?' No, I do not. There is much good in it. 'Do you, then, object to dancing parties?' No; in themselves I do not. But where unknit youth, unripe muscle, unsettled and unhardened nerves are put through an excess of excitement, treated with stimulants, fed irregularly and with unwholesome food, surrounded with gaiety which is excessive and which is protracted through hours when they should be asleep, I object, not because of the dancing, but because of the dissipation. It is taking the time that unquestionably was intended for sleep, and spending it in the highest state of exhilaration and excitement. The harm is not in the dancing itself; for if they danced as do the peasants, in the open air, upon the grass under the trees, and in the day, it might be commended, not as virtuous, but still belonging to those negative things that may be beautiful. But the wassail in the night, the wastefulness—I will not say of precarious hours, for hours are not half so precarious as nerves are—the dissipation continued night after night and week after week through the whole season, it is that I deprecate as eating out the very life. I am not superstitious of observances, but I am always thankful that there are forty days of Lent in the year when folks can rest from their debauches and dissipations; when no round of excessive excitement in the pursuit of pleasure is permitted to come in and ruin the health and cripple the natural powers of the young. The appetites of youth, which either in social or in solitary life drain down the vitality and impair the constitution, are so many insidious assaults on old age. I would that the young knew how clearly these things are written. God's handwriting is very plain and very legible to those who have eyes to see. There is not an intelligent physician that does not read, as he walks through the street, the secret history of the lives of those whom he meets and that, too, without following them in their midnight career. I care not to have men come to me and state their secret courses; I can read it in the skin and in the eye. There is not one single appetite of passion that has not its natural language, and every undue indulgence of that appetite or passion leaves that natural language more or less stamped upon the features, upon the expression of the face, or the carriage of the body. There is always some token that tells what men are doing, if they are doing anything to excess. Pride has its natural language; mirthfulness has; goodness has. Nobody doubts this. So have the passions their natural language. Men think that if they commit their wickedness in secret places, or in the night, that it is not known. It is known, although no man may ever say to them: "Thou art guilty!" The use of stimulants in youth is another detraction from happiness in old age. Men usually take what they least need. In other words, we follow our strongest faculties, and not our weaker ones; and therefore if men are excessively nervous they almost invariably seek to make themselves more so. I rejoice to say that I was brought up from my youth to abstain from tobacco. It is unhealthy; it is filthy from beginning to end. In rare cases, where there is already some unhealthy or morbid tendency in the system, it is possible that it may be used with some benefit; but ordinarily it is unhealthy. I believe that the day will come when a young man will be proud of not being addicted to the use of stimulants of any kind. I believe the day will come when not to drink, not to use tobacco, not to waste one's strength in the secret indulgence of passion, but to be true to one's nature, true to God's law, to be sound, robust, cheerful, and to be conscious that these elements of strength and health are derived from the reverent obedience of the commandments of God, will be a matter of ambition and endeavour among men.—*Knowledge.*

---

* This article was written by Beecher only a fortnight before his death. It was probably his last contribution to periodical literature.

BESET BY CROCODILES.

A FRIGHTFUL EXPERIENCE IN AN INDIAN SWAMP.

(*New York Sun.*)

In making our surveys we were often greatly annoyed and impeded by the alligators, with which the river named is alive from source to mouth. In what are known on the survey maps as the third and fourth mouths of the Ganges these reptiles several times attacked our boats in broad daylight, and we lived in constant dread of them. These mouths, being to the east of Calcutta, descended to the sea through hundreds of miles of flat land, which is mostly swamp, and the situation is a favourable one for reptile life.

One rainy afternoon, while the survey party were kept aboard the steamer, one of our natives put off in his canoe to fish. He cast anchor not 300 yards from us, and had been fishing only about ten minutes when we noticed an alligator rise to the surface behind him. Two or three natives called out to him, but he either did not hear or did not care. The reptile sank out of sight, was gone about fifteen seconds and then rose up, reared out of the water with head and forefeet in the canoe, and the next instant it was upset. The native uttered a direful wail as he realized his fate, and there was such a rush of alligators to the spot that he could hardly have made a mouthful apiece for them.

On another occasion, not more than two weeks later, we were using a native in the same canoe to mark the channel. There were six of us in one of the large boats, while he was alone in the canoe. He had run off with 180 feet of line, and was holding the canoe to the swampy bank with one hand and the line with the other, when a saurian whose presence was not in the least suspected, rose under the canoe, upset it in a wink, and the man was seized before he had uttered a single cry. He must have had the survey line wound around his hand, for it at once began to run off the reel, and in this way we followed the crocodile into a lagoon, but could not get at him to secure revenge. I have spoken of these reptiles as crocodiles and alligators. It is a distinction with a difference. There are the crocodiles which differ from alligators, but the crocodiles of India and the alligators of America are as alike as two peas.

It was six or seven weeks after the last seizure that a party of us—two whites and four blacks—started off in one of the boats to investigate or explore a lagoon. This lagoon seemed to be the mouth of a river or another branch of the Ganges, but after following it about nine miles through a flat, marshy country, we discovered its true nature. Our steamer lay about a mile below this lagoon, and on the same side of the river, and at that time her fires had been drawn to overhaul her boiler. We left the steamer shortly after noon, and it was almost sundown when we came back down the lagoon to a small island at its mouth. As we were approaching the island my comrade caught sight of a very large bird in the reeds and grass, and knocked it over with a charge from his shotgun. We should not have stopped but to get the bird. It was a prize, indeed, being a specimen entirely new to all of us, although one of the natives said he had heard of such a species of birds living far up the river. It was as large as a turkey, and I presume it bled a great deal. We had scarcely shoved away from the island before alligators began to rise to the surface around us, and they were so bold that my comrade became alarmed, and did the worst thing possible under the circumstances. He threw the bird over board, and it wasn't sixty seconds afterward before we had to pull ashore on the island to save ourselves. I do not believe I exaggerate in the least when I say that there were 250 of the saurians splashing about us when we landed. Indeed, the two of us were using our firearms to keep'em off while the natives pulled for the shore.

We had two double-barreled shotguns, but not over a dozen charges of ammunition, and we used half of those before the boat landed. The island was a bit of spongy land, not over fifty feet across, with three or four small trees growing in the centre. I had never seen the natives so badly rattled. The moment the boat touched the ground they sprang ashore and ran to the centre of the island, and, in their haste to abandon the craft, two of the oars were allowed to go overboard and float away. It seemed for a moment as if the reptiles meant to crawl right over us, but the flash of the guns and the death of three or four of them produced something of a scare, and after a bit they drew away from the boat. I stood up on a thwart and looked around in the twilight, and it seemed to me that the water all around the little island was alive with our enemies. They swam here and there, they turned and twisted and lashed the water, and the odor from their bodies and the mud soon became almost unbearable.

It was plain enough that we could not stop long on that bit of land, and we called to the natives to return to the boat and be off. The poor wretches had no courage left and they began to cry and whimper like children. We threatened to turn our guns on them if they did not obey orders, and then they came running to the boat. The oars which had gone overboard had floated away and could not be recovered, and when they discovered this the most intelligent of them said:

'You do not understand these reptiles. They are so fierce and hungry, and are so bold by night that they will even climb into the boat. Any one can upset us by a blow of his tail.'

'What would you advise?' I asked.

'That all go ashore and to the other end of the island. We will attract the crocodiles to that locality, and then return here in all haste and row away.'

The plan was the only one which promised relief, and in two minutes after it was proposed we were hurrying to the lower end of the island. The saurians pursued us in both channels, thrashing the water in a terrible way, and we had scarcely stopped when a full score of them attempted to land, and would have done so had we not driven them back by the fire of our guns. The four natives removed their hats and shirts, rolled them into four respective bundles, and at a signal these were tossed far out into the lagoon. There was a terrific rush of the reptiles, and at the same moment we skurried for the boat and pushed off. We had nicely outwitted the enemy, and as we started away the two oarsmen pulled a stout stroke. We were 300 feet from the island, and almost in the river, when there was a sudden shock which threw us all down, and two of the natives went overboard. We had struck a snag and stove our boat, and the water rushed in so fast that she swamped inside of two minutes. The four natives set up a dismal wail and started off in a body to swim to the island. Had they swam quietly they might have reached it; but the poor fellows were half crazed with fear, and they splashed the water about and kept up a sort of wailing, and the alligators were at once put on the scent.

'Great God! but we are to be eaten alive!' gasped my companion, as the boat settled down with us.

'Don't follow,' I warned, as he prepared to strike out after the natives.

'If we have any show at all, it is in drifting out into the river with the boat.'

The gunwales of the boat were awash, and we were both in the water clinging to the craft, he on one side and I on the other. There was a sluggish current there, but we had not drifted thirty feet from the snag when we heard the shrieks and screams of the natives as the reptiles rushed upon them. There was a terrible fight over the victims, and the waves kicked up helped to drive us from the locality, and were probably the means of saving our lives.

After the first few words neither of us spoke. Any attempt to cheer and encourage would have been mockery. The moment we were sighted by a saurian our time had come. As we drifted slowly along one passed me by not more than ten feet as he made for the island and for a few seconds I was blind with terror. Foot by foot we drifted away and at length struck the current of the river, and it was not five minutes later when a boat from the steamer picked us up. They had heard the firing and knew that we were in trouble, but had come too late to save our helpers from a terrible death.

THROUGH JEST TO MATRIMONY.

Marriages are often the result of accident. It seems strange, but the most prudent will sometimes conceive an irresistible attachment at the suggestion of a word or a look. When once under the spell of the verb 'To love,' they go through all the forms and finish the declension of the verb before the altar. The few may give this subject the consideration it deserves, but the many, there is reason to fear, are guided by impulse. A skipper of a coasting vessel called at the village inn and asked the landlady, a young widow: 'Do you know where I can get a mate? I have lost my mate.'

'I am very sorry for you, Mr——,' she said, smiling. 'I want a mate too, and cannot get one. As we are in the same position, I'll tell you what I'll do; if you'll be mine I'll be yours.' He closed with the bargain, and, the widow keeping to her word, he is now supplied with two mates.

A young man at a church bazaar was button-holed by a lady; she would not let him go until he bought something. He looked at her stall, which contained fancy work of various kinds. 'Why,' he said, 'I see nothing here that would be of the least use to me, a bachelor, except yourself. The rest would be dear to me at any price.'

'I will be cheap enough,' she said coaxingly.

'If you could be dear enough, perhaps——'

'Oh, come! you are just the person I want,' taking him by the arm.

She sold him one article after another, keeping up an agreeable conversation the while, and before all was done, he had purchased everything on the stall. Then, at settling up, there was something said about discount. 'I cannot return any money,' she said, blushing; 'but if you think me dear enough, there's mamma; she may give you my hand.' The bargain was accordingly concluded.

An eminent doctor, who had saved the life of a lady, a personal friend, was asked his charge. He said he generally allowed his patient-friends to remunerate him as they thought befitting.

'But don't you often get disappointed on these terms?' she inquired.

'I may say, never.'

'As you are so easily pleased, here,' and she playfully gave him her empty hand, while in the other was concealed a cheque for a handsome sum. 'How easily I could have taken you in!' she added, producing the cheque.

'But you have only succeeded in drawing me out,' he said, declining to relinquish her hand. 'Don't insult me with a cheque; I am most generously rewarded.'

Perhaps she understood the doctor's difficulty and wished to help him out of it; at any rate the giving of her hand led him to offer his heart.

This was how a gentleman got his wife when, in a tobacconist's shop, he asked a girl behind the counter, who happened to have red hair, if she would oblige him with a match. 'With pleasure, if you will have a red-headed one,' she promptly replied, with such a suggestive, demure smile that eventually the red-headed match was handed over.

A lady with a fine figure, having taken a fancy to a valuable ring, which she saw ticketed in a shop window, went inside to examine it. 'It is exceedingly lovely; I wish it were mine,' she said, on satisfying herself. 'What smaller figure will tempt you?'

'No other figure than the figure before me,' he said, giving her an admiring look at the same time. 'It is exceedingly lovely. I wish—I could tempt you with the ring.'

'I think I'll take it,' she said, laying down the money amidst blushes. Of course he accepted the money; but getting her address, he made such good use of the hint that the next ring which she got was given by him in church.

Quite as singular was the beginning of the courtship of the man who went into a shop for a pair of shoes.

'I want them wide, please,' he said to the girl in attendance, 'as I have a good, broad understanding.'

She laughed at this reference to the breadth of his feet and said:

'A very good thing, too, in a man, but not in a woman.'

'How do you make out that what is good in one sex is bad in the other?'

'Ah, it is quite simple. You see, Nature intended man to be supported by a firm sole, but woman by a yielding husband.'

Whether he made a yielding husband or not, report, at any rate, says that he made her his wife.

A lady in a railway train kept looking out of the window, with her head well forward, until she remembered that the gentleman opposite might possibly object.

'Do I cut off the view?' she asked.

'Merely of all I do not wish to see!' he replied, gallantly.

The ice having been thus broken, they entered into conversation, found they were to get out at the same station and knew each other's friends. The rest was plain sailing into what somebody calls 'the matrimonial haven.'

'Are you married yet, Kitty?' said a sailor, on meeting an old acquaintance after returning from a long voyage.

'No; that somebody has never come.'

'Ah, then, I have brought him, after a deal of bother,' he said, throwing his arms around her; and the matter was there and then settled.

This was ingenious enough, like the case of the theatrical manager who was brought to the point when he called to inform his leading actress that he had secured a play at last which was sure to have a long run.

'What part have you reserved for me?' she asked.

'You are to be a charming sweetheart, as you are.'

'Is there a wife in the piece?'

'There is.'

'Then I have done charming sweethearts till I am tired. I must be a wife in the long run.' And she was.—*N. Y. News.*

Money Orders.

1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places:—

Amoy.
* Azores Is.
* Belgium.
* Bermuda.
* Canada.
Canton.
* Cape Colony.
Ceylon.
† (*Constantinople*).
* Cyprus.
* Denmark.
* Egypt.
* Falkland Is.
Foochow.
* Gambia.
* Germany.
* Gibraltar.
* Gold Coast.
Hankow.
Hawaii.
Hoihow.
Hongkong.
* Holland.
* Honduras, (Br.).
* Iceland.
India.
* Italy.
Japan.
* Lagos.
* Madeira.
* Malta.
* Mauritius.
* Natal.
* Newfoundland.
New South Wales.
* New Zealand.
North Borneo.
Ningpo.
* Norway.
Port Darwin.
* Portugal.
Queensland.
* S. Helena.
* Seychelles.
Shanghai.
* Sierra Leone.
South Australia.
Straits Settlements.
Swatow.
* Sweden.
* Switzerland.
Tasmania.
United Kingdom.
* United States.
Victoria.
Western Australia.
* West Indies (British, Danish, and Dutch).

2.—Orders on the Countries marked * are forwarded *through the London Post Office*, and are paid less a small discount of about 2*d.* in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.—The commission charged is as follows (according to the currency the Order is drawn in).

Up to £ 2, or $10, or ₨ 20,......0.20 cents.
,, £ 5, or $25, or ₨ 50,......0.40 ,,
,, £ 7, or $35, or ₨ 70,......0.60 ,,
,, £10, or $50, or ₨100,......0.80 ,,
₨150,... $1.00.

4.—No Order must exceed £10 or $50 (unless drawn on India, when ₨150 is the limit), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail.

5.—Money Orders on the United Kingdom for even sums not exceeding £5 are granted by means of Postal Notes, as to which see separate notice or the Hongkong Postal Guide.

6.—Sums not exceeding $50 may be remitted between the Ports of China by means of Postage Stamps, subject to a charge of one per cent. for cashing them; or Money Orders can be granted at Hongkong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

† By means of Postal Notes.

Government Notification.

No. 56.

HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.
1823 *Feet above Sea Level.*

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the vessel is made out, she is not a Mail Steamer, the Vessel's Distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hauled down. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at those times. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hauled down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a *red* light will be exhibited at the *West* Yard Arm, or a *green* light at the *East* Yard Arm until she anchors.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast-Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Yard-Arm.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

H. G. THOMSETT, R.N.,
Harbour Master, &c.

SUN AND TIDE TABLE FOR HONGKONG.

(From *The Hongkong Almanack.*)

JULY.

Day of Month.	Morn.	Aft.	Rises.	Sets.
	H. M.	H. M.	H. M.	H. M.
21	8.53	10.32	5.28	6.44
22	9.45	11.20	5.28	6.44
23	10.31	—	5.29	6.43
24	0. 1	11.17	5.29	6.43
25	0.43	0. 2	5.30	6.42
26	1.27	0.45	5.30	6.42

High water at Whampoa: 2 hrs. 30 mins. later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Salt Flats: 3 hrs. 30 mins.; at Shameen: 3 hrs. 45 mins.

Moon.—New Moon, 21d. 4h. 27m. morning.

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

Intimations.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
MORNING STAR

Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 15TH APRIL, 1887.

WEEK DAYS.		SUNDAYS.	
Leaves K'loon.	Leaves H.K.	Leaves K'loon.	Leaves H.K.
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 ,,	8.30 ,,	7.30 ,,	8.00 ,,
8.50 ,,	9.00 ,,	9.00 ,,	10.15 ,,
9.40 ,,	10.15* ,,	10.30 ,,	10.45 ,,
10.30*	12.30 P.M.	11.00	NOON.
12.45 P.M.	1.00	12.30 P.M.	1.15 P.M.
1.30	2.00	1.30 ,,	2.00 ,,
2.20 ,,	3.00 ,,	2.30 ,,	3.30 ,,
3.30 ,,	4.00 ,,	3.30 ,,	4.00 ,,
4.15 ,,	4.30 ,,	4.15 ,,	4.30 ,,
4.50 ,,	5.10 ,,	4.50 ,,	5.10 ,,
5.25 ,,	5.40 ,,	5.25 ,,	5.40 ,,
5.55 ,,	6.15 ,,	5.55 ,,	6.15 ,,
6.45 ,,	7.00 ,,	6.45 ,,	7.00 ,,
7.15		7.15	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of '*Notes and Queries on China and Japan*,' has reached its Fourteenth Volume. The *Review* discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be mademore generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, *China Review*, care of *China Mail* Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at $6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, 'Manager, *China Mail* Office.'

OPINIONS OF THE PRESS.

All our learned societies should subscribe to this scholarly and enterprising *Review*.—*Northern Christian Advocate* (U.S.)

'The *China Review* * * * * has an excellent table of contents.'—*Celestial Empire.*

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison with preceding numbers.'—*Celestial Empire.*

'This number contains several articles of interest and value.'—*North-China Herald.*

'The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*North-China Daily News.*

'A substantial and reliable *Review* which all students of China and the Chinese would do well to patronise.'—*Chrysanthemum.*

'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese," treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press.*

Trubner's Oriental Record contains the following notice of the *China Review*:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review.* The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field; and that the *China Review* may receive the support necessary to insure its continuance.

Mr. Andrew Wind,

NEWS AGENT, &c.

21, PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review.*

POST OFFICE NOTICE.

Unclaimed Correspondence,

July 22, 1887.

	Lets.	Pap.		Lets.	Pap.
Amard, D. S.	1		Mathews, D. J.	1	
Babah Lo	1		Martin, J.		1
Bache, J. T.	1		Masson, M.	1	
Bayne, R. R.	1 p. cd.		Mathews, C.	1	
Basto, F.	1		McIsaac	1	
Boland, J.	1		Merlees, P.	1	
Bowler, T. I.		3	Merrifield	1	
Brownie, F. A.	1		Missud, G.	1	
Buslack, A.	1		Mollison, W.	1	
Byers, Jno.	1		Morgan, Mrs R.	1	
Cam, A.	1		Moyar, Mrs A.	1	
Champin, Mr	1		Muir, W.		1
Coghill, Dr. L. D. M.	1	1	Pagdin, Miss	1	
			Palmer, Miss	1	
Cowen, T. B.	1		Panalotti	1	
Ducret, H.	1		Perkins, E. A.	1	
Dall, Serang	1		Passonba, G. D.	1 reg.	
Dunman, W.	3	1	Phoenix Club		1
Edwards, Miss M.	1		Po-Hong-Tjong	1 regd.	
Ellis, T.	1		Pratt, Dr H. J.	1	
Eymar, S.	1		Quong Man Chan	1 regd.	
Fairly, G.	1		Rayne, Miss G.	1	
Floyer, W. W.	1		Richards, Mrs	1	
Foffin, frau V.	1 p. cd.		Ringeling, A.	2	
Foong Ah Chan	1 regd.		Robb, W. S.	1	
Fordham, R. O.		1	Robinson, E.	1	
Foung Chow Wing	1		Rosenthal, A. J.	4	
Fox, J. H.	1		Rozado, Eulalia	1	
Frentjen, G.	1 p. cd.		Salway, Mrs	1	
Greenseid, H.	1		Sam Wing	1	
Grenlelat, Mrs A.	1 reg.		Schlitten, D.	1	
Haggon, H.	1		She Pao Shen	1	
Holland, Capt. G. B.	1		Silverlock, J.	4	
			Skinner, T.		1
Horstmann	1 p. cd.		Stanley, Mrs T.	1	
Huber, J.	2		Stanley, H.	1	
Jackson, A. H.	2		Steere, J. B.		1
Jackson, R.	1		Taiffernberg, M.	1	
Ker, C. W. K.	1		Vincent, J.	1	
Lalanne, M.	1		Ward, E.	1	
Lawton, F.	1		Watley, Jno.	1	
Laya, E. L.	1		Webster, Mrs B.	1	
Leivey, A.	1		Williamson, H.	1	
Levy freres, A.	1		Wing Hai Lung	1 regd.	
Lucre, J. H.	1		Woodruff, F. L.	1	
Lysaght, L	6	2	Ye Wah Chin	1 reg.	
Madsen, P. C.	1		Yeatherd, Capt.		1
Mahen, E.		1	Ziehe, H.	1	
Mabien, V.	1 p. cd.				

DETAINED.

Ally, A. A. G., Shanghai, 1 letter.
Caslets, Melle. M., Seine, 1 parcel.
Dixon, J., Stockton-on-Trent, 1 paper.
Lavenel, Mme. R., Seine, 1 parcel.
Lin Kok Yee, Chefoo, 1 letter.
Maslakvic, S. E., Shanghai, 1 letter.
Ray, Capt., Shanghai, 1 letter.
Murray, J. S., Canton, 1 letter.

For Merchant Ships

	Lets.	Pap.		Lets.	Pap.
A. U. Roma	2 regd.		J. C. Potter	1	
Abergeldie, s.s.	1		Lancaster	1	
Albany, s.s.	1 regd.		Lilian		1
Alice D. Cooper		1	Linlichgowshire	1	
Annie Johnson	1		Memnuir, s.s.	1 regd.	
Arguda	1		Meridian	1	
Australasian	1		Namoa	1 regd.	
Belle of Oregon	1		Naomina	2 regd.	
Bun Pan	1		Oregon	1	
Clan Mackenzie	2		Pharos		1
Clio, s.s.		1	Priam	1 regd.	
Elmina	1		Strathairly	5	
Elwell	1		Sunbeam	1	
Eme	1	1	Sunrise	1 rgd.	2
F. H. Drews		1	Telemachus	1 regd.	
Frank Pendleton	1		Tolartos	1 regd.	
Garibaldi	1		Westmeath, s.s.	3	
H. E. Tapley	1		[illegible]	3	
Hudson		1	Yoo	1	

Books, etc. without Covers.

Beckenham Journal.
British Medical Journal.
Christian.
Christian World.
Court Journal.
De Avondpost.
Fieramosca.
Freeman.
Great Eastern Hotel.
Greenock Telegraph.
Illustrated Bits.
Journal of Proceedings.
Kosakkerne.
Lace Samples.
Lady's Pictorial.
Lancet.
Leader.
Little Folks.
Liverpool Weekly Post.
Le Courier.
Mail.
Public Advertisement.
Revue Deplomatique.
Sample of Cloth.
Do. of Needles.
Do. of Button.
Do. of Manila Rope.
Somaine Religieuse.
Sporting Chronicle.
St. James's Budget.
Times of India.
Volks-Presse.
Weekly Graphic.
Weekly Budget.
Wefer Beitung.
World.

NAMES OF VILLAGES &c.,

IN OR NEAR HONGKONG.

(*Corrected Spelling.*)

A-kung Ngam.	San Tsün.
Ap-li Chau.	Shai-wan.
Cheung-shan Hom.	Shai-tsai Po.
Chung Hom.	Sham-shui Po.
Chung Wan.	Shau-ki Wan.
Fo-pang.	Shek-o.
Ha-wan.	Shek Tong.
Heung-kong Tsai (Aberdeen).	Shek-tong Tsui.
	Sheung Wan.
Hok-tsui.	Shui-tsing Wan.
Hok-tsui Wan.	So-kon Po.
Hok-ün.	Tai-kok Tsui.
Hok-ün Kok.	Tai-long Ha.
Hung-heung Lo.	Tai-lung Kung.
Hung-hom.	Tai-pang Mi.
Kai-lung Wan.	Tai-ping Shan.
Ka-sz Wan.	Tai-shek Kok.
Kau-lung.	Tai-tam.
Kau-pui Shek.	Tai-tam Tuk.
Kung Chung.	Tai-wan.
Kung Kok.	Tai-wong Kung.
Lap-sap Wan.	Tang-lung Chau.
Liaü Mun.	Tsat Tsz-mui.
Ma-tau Chung.	Tsim-sha Tsui.
Ma-tau Kok.	Tso-pai Tsai.
Ma-tau Tsün.	To-kwa Wan.
Ma-tau Wai.	To-ti Wan.
Ma-ti.	Tung-wa (Hospital).
Mong-kok.	Tung-lo Wan.
Ngan Ping.	Un Chau.
Ngong-shün Chau.	Wan-tsai.
Pak-shui Wan.	Wong-kok Tsün.
Pok-fu Lam.	Wong-ma Kok.
Sai-wan Tsai.	Wong-nai Chung.
Sai Ying-pun.	Yau-ma Ti.

N.B.—Documents should not be dated *Year of Kwong-sü*, which is the style of H. M. the Emperor of China, and is of course inapplicable in a British Colony.

Printed and published by GEO. MURRAY BAIN, at the *China Mail* Office, No. 2, Wyndham Street, Hongkong.